Eatu Management Copy #5

DMS-DR-1160 CR-120,003, OCTOBER.1972

N72-33871

-SPACE SHUTTLE-

AERODYNAMIC STABILITY AND CONTROL CHARACTERISTICS OF TBC SHUTTLE BOOSTER AR-11981-3

by

E. R. Phelps, TBC

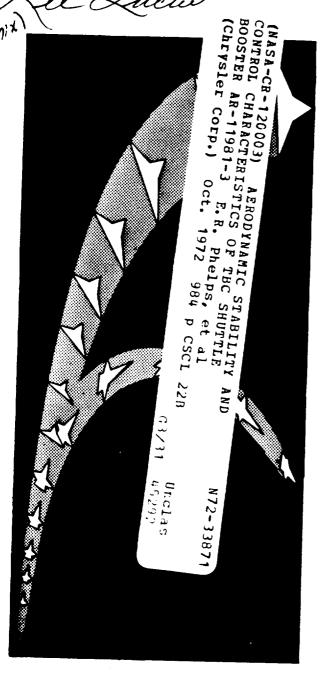
L. L. Watts, TBC

R. W. Ainsworth, TBC

MSFC 14-INCH TRISONIC WIND TUNNEL



This document should be referenced as NASA CR-120,003



SADSAC SPACE SHUTTLE AEROTHERMODYNAMIC DATA MANAGEMENT SYSTEM

CONTRACT NAS3-4016
MARSHALL SPACE FLIGHT CENTER



-				

NASA Series Number: S-0617

DMS-DR-1160 CR-120,003 OCTOBER, 1972

### SADSAC/SPACE SHUTTLE

### WIND TUNNEL TEST DATA REPORT

CONFIGURATION:	TBC Shuttle Booster AR-11981-3				
TEST PURPOSE:	To investigate the aerodynamic stability and control				
	characteristics of a shuttle booster configuration at				
_	M = 0.6 to 5.0				
TEST FACILITY:	MSFC 14 - Inch Trisonic Tunnel				
TESTING AGENCY:	: The Boeing Company				
TEST NO. & DATE:	MSFC TWT 496; 15 July - 3 August, 1971				
FACILITY COORDINAT	OR: Jim Weaver				
PROJECT ENGINEER(S	): E. R. Phelps				
	L. L. Watts				
	R. W. Ainsworth				

### DATA MANAGEMENT SERVICES

LIAISON: William M. Hale DA	ATA OPERATIONS:	Fricken
T. L. Mulkey	В. \$.	Fricken

RELEASE APPROVAL: N. D. Kemp, Superviso

I

Aero Thermo Data Group

CONTRACT NAS 8-4016

AMENDMENT 174

DRL 297 - 84a

This report has been prepared by Chrysler Corporation Space Division under a Data Management Contract to the WASA. Chrysler assumes no responsibility for the data presented herein other than its display characteristics.

#### FACILITY COORDINATOR:

Mr. Jim Weaver Marshall Spaceflight Center Mail Stop S&E-AERO-AAE Huntsville, Alabama 38501

Phone: (205) 453-2512

#### PROJECT ENGINEERS:

Mr. E. R. Phelps Orgn. 2-5750 Mail Stop 13-12 The Boeing Company P. O. Box 3999 Seattle, Washington 98124

Mr. L. L. Watts
Mail Stop JC-35
Orgn. 594-13
The Boeing Company
Huntsville, Alabama 35807

Phone: (205) 895-2990

Phone: (206) 655-3657

Mr. R. W. Ainsworth
Mail Stop JC-35
The Boeing Company
P. O. Box 1470
Huntsville, Alabama 35807

Phone: (205) 895-2990

#### SADSAC LIAISON:

Mr. T. L. Mulkey
Ames Research Center
Mail'Stop 226-4
Moffett Field, California 94035

Phone: (415) 965-6118

#### SADSAC OPERATIONS:

Miss B. J. Fricken
Department 2780
Chrysler Space Division
P. O. Box 29200
New Orleans, Louisiana 70129

Phone: (504) 255-2304

11

,

#### ABSTRACT

A 0.002456 scale model of the Boeing Company space shuttle booster configuration AR-1198I-3 was tested in the MSFC 14-inch trisonic wind tunnel from July 15 through August 3, 1971. This test was an extension of the MSFC TWT 492 test and was proposed to "fill-in" the original test run schedule as well as to investigate the serodynamic stability and control characteristics of the booster with three wing configurations not previously tested.

The configurations tested included a cylindrical booster body with an axisymmetric nose, clipped delta canards that had variable incidence from  $0^{\circ}$  to  $-60^{\circ}$ , four different aft body mounted wing configurations, two vertical fin configurations, and a Grumman G-3 orbiter configuration. Tests were conducted over a Mach range from 0.6 to 5.0.

### Table of Contents

		Page
Abstract	:	111
Summary		1
Nomencla	ture	2
Configur	ations Investigated	6
Test Fac	cility Description	7
Test Set	up	8
Data Red	uction	9
Tables		
I	Test Conditions	11
II	Dataset Collation Sheets	12
III	Dimensional Data	17
IV	Index of Model Figures	26
v	Index of Data Figures	27
Figures		
Мос	del	32
Da	ta	48

#### SUMMARY

Aerodynamic stability and control characteristics of the AR-1198I-3 shuttle booster configuration were investigated during the MSFC TWT 496 test in an attempt to "fill-in" the test run schedule of the MSFC TWT 492 test. However, caution should be taken when using these data in conjunction with data from TWT 492, as the reference length used in the reduction of the pitching moment data is not consistent for the two tests.

The configurations investigated included a cylindrical booster body with an exisymmetric nose, clipped delta canards that had variable incidence from  $0^{\circ}$  to  $-60^{\circ}$ , four different aft body mounted wing configurations, two vertical fin configurations, and a Grumman G-3 orbiter configuration. One wing configuration had 30 percent chord elevons which could be set at  $0^{\circ}$ ,  $\pm 10^{\circ}$  and  $\pm 30^{\circ}$  or be completely removed.

Pitch data were recorded through an angle of attack range from  $-10^{\circ}$  to  $60^{\circ}$  and yaw data were obtained at fixed angles of attack of  $0^{\circ}$ ,  $10^{\circ}$ ,  $15^{\circ}$ ,  $30^{\circ}$  and  $50^{\circ}$  in a  $\beta$  range from  $-10^{\circ}$  to  $10^{\circ}$ . A complete list of the run schedule and the parametric conditions is presented in the Dataset Collation Sheets.

#### NOMENCLATURE General

SYMBOL	SADSAC SYMBOL	DEFINITION
9		speed of sound; m/sec, ft/sec
Ср	CP	pressure coefficient; (p <sub>1</sub> - p <sub>∞</sub> )/q
M	масн	Mach number; V/a
p		pressure; N/m <sup>2</sup> , psf
q	Q(NSM) Q(PSF)	dynamic pressure; 1/2, V <sup>2</sup> , N/m <sup>2</sup> , psf
RN/L	rn/l	unit Reynolds number; per m, per ft
V		velocity; m/sec, ft/sec
α	ALPHA	angle of attack, degrees
β	BETA	angle of sideslip, degrees
ψ	PSI	angle of yaw, degrees
φ	PHI	angle of roll, degrees
ρ		mass density; kg/m <sup>3</sup> , slugs/ft <sup>3</sup>
	B	eference & C.G. Definitions
Аъ		base area; m <sup>2</sup> , ft <sup>2</sup>
ь	BREF	wing spen or reference span; m, ft
c.g.		center of gravity
₽ <sub>REF</sub>	LREF	reference length or wing mean serodynamic chord; m, ft
s	SREF	wing area or reference area; m <sup>2</sup> , ft <sup>2</sup>
	MRP	moment reference point
	XMRP	moment reference point on X axis
	YMRP	moment reference point on Y axis
	ZMRP	moment reference point on Z sxis
SUBSCRI b 1 s t	<u>ipis</u>	base local static conditions total conditions free stream

# NOMENCIATURE (Continued) Body-Axis System

)

SYMBOL	SADSAC SYMBOL	DEFINITION
$c_N$	CIN	normal-force coefficient; $\frac{\text{normal force}}{q^S}$
CA	CA	exist-force coefficient; exist force
$c_{\mathbf{Y}}$	сч	side-force coefficient; $\frac{\text{side force}}{qS}$
$c_{A_b}$	CAB	base-force coefficient; $\frac{\text{base force}}{q^S}$
		$-A_b(p_b - p_{\infty})/qS$
$c_{A_f}$	CAF	forebody axial force coefficient, $C_A$ - $C_{A_b}$
C <sub>m</sub>	CLM	pitching-moment coefficient; pitching moment qs/REF
$c_n$	CYN	yawing-moment coefficient; yawing moment qSb
c <b>1</b>	CBL	rolling-moment coefficient; rolling moment qSb
		Stability-Axis System
$c_{\mathtt{L}}$	CL	lift coefficient; lift qS
$c_{\mathcal{D}}$	CD	drag coefficient; drag
$c_{D_{\mathbf{b}}}$	CDB	base-drag coefficient; base drag
$c_{\mathtt{D}_{\mathbf{f}}}$	CDF	forebody drsg coefficient; $c_D$ - $c_{D_b}$
$\mathtt{c}_{\mathtt{Y}}$	CY	side-force coefficient; side force qS
$C_{m}$	CLM	pitching-moment coefficient; pitching moment qs/REF
$c_n$	CLN	yawing-moment coefficient; yawing moment qSb
U	CSL	rolling-moment coefficient; rolling moment qSb
L/D	L/D	lift-to-drag ratio; C <sub>L</sub> /C <sub>D</sub>

### NOMENCLATURE (Continued)

### Surface Definitions

SYMBOL	SADSAC SYMBOL	DEFINITION
€		wing tip mounted vertical tail $(V_2)$ roll-out angle; degrees
iw		wing incidence angle; degrees
ða.	AILRON	aileron, total aileron deflection angle; degrees (left aileron - right aileron)/2
<b>∂</b> <sub>C</sub>	CANARD	canard, surface deflection angle, positive deflection - trailing edge down; degrees
δe	ELEVIR	elevator, surface deflection angle, positive deflection - trailing edge down; degrees $(\delta_{e_L} + \delta_{e_R})/2$
$oldsymbol{\delta_{e}}_{\mathtt{L}}$	DEL.	left wing elevon surface deflection angle, positive deflection - trailing edge down; degrees
$oldsymbol{\delta_{e}}_{R}$	DER	right wing elevon surface deflection angle, positive deflection - trailing edge down; degrees

### ADDITIONS TO NOMENCLATURE

S	YMBOL	

-

### DEFINITION

DCN, DCLM, DCA, DCAF, DCAB DCL, DCY, DCYN, DCBL

Incremental coefficients, algebraic difference of two runs

CNAFÓ, CIMAFÓ, CAAFÓ, CAFAFÓ

Coefficient values at zero angle of attack (alpha = 0.)

CNAAFØ, CMAAFØ

Local coefficient derivatives with respect to alpha, evaluated at

DCY/DB, DCYNDB, DCBLDB

alpha = 0.; per degree

Local lateral coefficient derivatives with respect to beta, evaluated at

beta = 0.; per degree

DCLM/DCN

Local longitudinal static stability derivative; ratio of local pitching moment derivative with alpha, and local normal force coefficient derivative with alpha

DCYN/DCY

Local directional static stability derivative; ratio of local pitching moment derivative with beta, and local lateral force coefficient derivative with beta

CP/Dl

Longitudinal center of pressure - DCIM/DCN

evaluated at alpha = 0.

CP/D2

Lateral center of pressure - DCYN/DCY

evaluated at beta = 0.

### CONFIGURATIONS INVESTIGATED

# CONFIGURATION NOMENCLATURE

B <sub>2</sub>	Cylindrical body with an axisymmetric nose $1/d = 8.0$ (ref. $1 = 272$ ft., $d = 34$ ft.)
WĮĻ	5680 square foot, aspect ratio 2.8, swept wing
<b>W</b> 6	5322 square foot, aspect ratio 4.0, swept wing
MQ H	Wing W6 mounted on top of aft body section
<b>w</b> 9	8865 square foot, aspect ratio 2.5, delta wing mounted on bottom of aft body section
c <sub>1</sub> <sup>2</sup>	900 square foot, aspect ratio 1.5, canard located on the body centerline
$v_1$	1000 square-foot vertical tail mounted on the body centerline
v <sub>2</sub>	Two 618 square-foot wing tip fins with 10° roll-out
0,1	Orbiter model mounted on the booster in the mid-position with no body spacers used.

### COMBINATIONS TESTED

B <sub>2</sub>	$B_2W_9$
B <sub>2</sub> W <sub>6</sub>	$B_2W_9V_1$
$\mathbf{B}_{2}\mathbf{c_{1}}^{2}$	$\mathbf{B}_{2}\mathbf{w}_{9}\mathbf{c_{1}}^{2}\mathbf{v_{1}}$
$B_2W_6C_1^2$	$\mathbf{B}_{2}\mathbf{W}_{6}^{\mathbf{H}}\mathbf{C}_{1}^{2}$
$\mathbf{B}_{2}\mathbf{W}_{6}\mathbf{c_{1}}^{2}\mathbf{v}_{2}$	$\mathbf{B}_{2}\mathbf{w}_{6}^{\mathbf{H}}\mathbf{c}_{1}^{2}\mathbf{v}_{2}$
B <sub>2</sub> W <sub>6</sub> V <sub>2</sub>	$\mathbf{B}_{2}\mathbf{W}_{4}\mathbf{V}_{2}$
$B_2W_6c_1^2V_2O_1^1$	B <sub>2</sub> W <sub>4</sub> c <sub>1</sub> <sup>2</sup> v <sub>2</sub>

#### TEST FACILITY DESCRIPTION

1

The Marshall Space Flight Center 14" x 14" Trisonic Wind Tunnel is an intermittent blowdown tunnel which operates by high pressure air flowing from storage to either vacuum or atmospheric conditions. A Mach number range from .2 to 5.85 is covered by utilizing two interchangeable test sections. The transonic section permits testing at Mach 0.20 through 2.50, and the supersonic section permits testing at Mach 2.74 through 5.85. Mach numbers between .2 and .9 are obtained by using a controllable diffuser. The range from .95 to 1.3 is achieved through the use of plenum suction and perforated walls. Mach numbers of 1.44, 1.93 and 2.50 are produced by interchangeable sets of fixed contour nozzle blocks. Above Mach 2.50 a set of fixed contour nozzle blocks are tilted and translated automatically to produce any desired Mach number in .25 increments.

Air is supplied to a 6000 cubic foot storage tank at approximately -40°F dew point and 500 psi. The compressor is a three-stage reciprocating unit driver. by a 1500 hp motor.

The tunnel flow is established and controlled with a servo actuated gate valve. The controlled air flows through the valve diffuser into the stilling chamber and heat exchanger where the air temperature can be controlled from ambient to approximately 180°F. The air then passes through the test section which contains the nozzle blocks and test region.

Downstream of the test section is a hydraulically controlled pitch sector that provides a total angle of attack range of 20° (±10°). Sting offsets are available for obtaining various maximum angles of attack up to 90°.

#### TEST SETUP

The model was sting mounted on an internal balance. A bent sting was utilized which could be positioned to give fixed angles of  $\alpha$  or  $\beta$  while the other angle was varied, or to extend the angle range in the pitch plane of the tunnel. Pitch runs were made with the model upright while sideslip runs were made in the tunnel pitch plane with the model and sting rolled  $90^{\circ}$ . Pitch data were taken through the normal sector angles of attack  $(\pm 10^{\circ})$  and through an extended range of angle of attack to  $\pm 60^{\circ}$  utilizing the bent sting. Yaw data were obtained through the normal sector range  $(\pm 10^{\circ})$  at fixed angles of attack of  $0^{\circ}$ ,  $10^{\circ}$ ,  $30^{\circ}$  and  $50^{\circ}$ .

Boundary layer trip strips were used and located as shown on Figure 14. No. 120 grit (0.0049") was used for all Mach numbers up to and including M = 1.96. For Mach numbers greater than 1.96, No. 54 grit (0.0138") was utilized.

Base pressures were measured in two positions at the base of the model. No cavity pressure was measured. The base pressures were located at approximately 3 o'clock and 9 o'clock when viewing the model from the rear.

For all configurations tested the wing incidence angle was maintained constant at 0 degrees. When utilizing the wing tip mounted vertical tails  $(v_2)$  the roll-out angle was kept constant at +10 degrees.

Three repeat runs were made at M = 0.6, 1.2 and 3.5 to determine the effect, if any, of wax fillers in the gap between the canard root chord and the body (reference Figure 6). The fillers were made so as to continue the canard leading edge sweep angle forward to intersect the body. The remainder of the test was conducted without any filler being utilized.

#### DATA REDUCTION

Six component aerodynamic force and moment data were recorded using an internal strain gage balance. Bese pressures ( $Cp_b$  #1 and  $Cp_b$  #2) were recorded and utilized to correct the axial force measured data ( $C_A$ ) to a condition corresponding to free stream pressure acting at the base region.

}

$$C_A = C_{A_F} + C_{A_B}$$

$$c_{A_B} = \frac{(c_{P_b} \# 1 + c_{P_b} \# 2)}{2} \frac{A_b}{S}$$

The force, moment and pressure data were reduced to coefficient form using the following reference values:

MODEL BASE AREAS

(

Wing  $W_6^H = 0.8494$  square inches

Wing  $W_Q = 0.9454$  square inches

All Other Configurations = 0.7854 square inches

REFERENCE AREAS (each wing will use its own gross area)

Wing  $W_{4} = 4.9327$  square inches

Wing  $W_6 = 4.6225$  square inches

Wing  $W_6^H$  = 4.6225 square inches

Wing  $W_Q = 7.7005$  square inches

Wings Off = 4.6225 square inches

# REFERENCE LENGTHS (each wing will use its own total span/root chord)

	Lateral	Longitudinal
Wing W4	3.72 inches	1.89% inches
Wing N <sub>6</sub>	4.30 inches	1.536 inches
Wing $W_6^H$	4.30 inches	1.536 inches
Wing Wg	4.392 inches	3.170 inches
Wings Off	4.30 inches	1.536 inches

### MOMENT REFERENCE CENTER

X = +2.40 inches (ahead of booster base)

Y = Z = 0

TABLE I.

# TEST CONDITIONS TEST TWT 496

MACH NUMBER	REYNOLDS NUMBER per unit length	DYNAMIC PRESSURE (pounds/sq. inch)	STAGNATION TEMPERATURE (degrees Fahrenheit)
0.60	8.5x10 <sup>6</sup> /FT	7.3	100° (NOMINAL)
0.90	7.7x10 <sup>6</sup> /FT	9.0	
1.00	7.2x10 <sup>6</sup> /FT	9.0	
1.20	6.6x10 <sup>6</sup> /FT	9.0	
1.96	7.0x10 <sup>6</sup> /FT	10.2	
3.50	6.9x10 <sup>6</sup> /FT	6.8*	
4.96	5.6x10 <sup>6</sup> /FT	3.0**	Ť

BALANCE UTIL	IZED: MSFC BAL	ANCE #227	
CAPACIT	Y:	ACCURACY:	COEFFICIENT TOLERANCE:
NF SF AF PM YM RM	240 lbs 80 lbs 25 lbs 300 in-lbs 100 in-lbs 50 in-lbs		
COMMENTS:			

\* P<sub>O</sub> = 60 psia \*\* P<sub>O</sub> = 90 psia

TEST TWT #496 DATA SET COLLATION SHEET A 0 - - 10 SCHD. &= deydex ON MAINTAN/CHAINSING Lw Runs 0.6 09 1.0 1.2 1.96 3.5 4.8 TABLE II.

DAIN SEE

CON : IGURATION

NUCLIT VARIABLE

Z POSTTEST O PRETEST

PASA-WSPC-MAP				'			DEG.	13	6,6	12. 12	4-20,3	1	11	8F= -10 -8,-6	S	SCHEDULES
				, ,		DEC.	5456 50 DEC.		15 75 XB	500	12. 20. 20. 24. 35. 37. 38. 38. 38. 38. 38. 38. 38. 38. 38. 38	1. 12	, N	01 M = 20, 22, 27, 01 K = 40, 42, 47,		0 07 8
ΣVΥ	10PVAR(1) IDPVAR(2) NDV						1		77.6	16/2	12	0	9	R/A = 0.1.4		2000
	-	COF		TC4	CPBI.	5	CAB	1	3	<b>V</b>	CYN		CB/	CY	Ž	2
	62	55		6.5		٤ با	37		=		, , 5		3	1.3	7	-
			13	200	L	L			-	-	-	0	X	(NO. 54 GRIT)	-	R3509U
	L	6,20%	20%	0/	(3)	_		4	Ė	Ė		0	ヾ			<b>₹</b> 09K
		200%	. • •	16.3	2			*			<u>  70</u>	8	M		-	1/0/
	<u> </u>		<del>```</del>	16/2/	15.2			Ŋ			9,6	75	<u>&gt;</u>			07.4
	L	9/2/9	0/38/0	10	13,			4				0	<u>之</u>			8
	L		127	800	0,0	0/8	0	W			22	لاير	<u>~</u>		-	///
	_		37		200	 }	8	L			0/	% **	Ac	Wa Br. Ve	1/4 1/4	730
İ		6	10/2/2	154	_	_		2				-	30 F		-	1%
i	<u> </u>		3	034	_	_				F	-		15/5			7.90
İ	_	<del> -</del>		01	1,07/	100	900 mo	Ü			_		10/F		-	28G
į	_	5215/6	0/01/0	6 157	14)	-		4				_	<u>ر</u> م		-	26K
ĺ		822	0/	6/53/	143/			3			1	0	<u>o</u>		Wb Bz	2611
İ		122						/		)	-40		77		-	720
	_		2	03/	-			\			-20		15 F	<b>*</b> 0.44	_	034
1	_	226/						\		<u> </u>	-60		>			2.53
İ			0	152/	_	-		_			-40		<u>&gt;</u>		}	17.40
	_		-	0/	07	078	9%	3			0		$\Delta$		$\mathcal{S}_{\mathbf{z}}$	021
		6224	32.7	0/2/20	14,0	0/	147/	0			<b>+</b>	-	$\geq$	2044	<del>-  </del>	7.0
	_	1222	122/	12/2/	1441	145/	100	0				_	<u>\$</u>		! !	~ \@     \@
	_		01	032	%0%	14	074/0	4	0	6	1	1	$\frac{A}{0}$		$\mathcal{B}_{z}$	R3601A
ı				-					*		5	<u>۔</u>				

ડે

S = 35

PARAMETERS/VALUES

DATA SET

CON FIGURATION

R3807/K

We Be V

0

0

0

6 0.9 1.0 1.2 1.% 3.5 4.% 134 100 208 134 100 208 2016

8/8

200

280 121

40

0

0

133

We Be Ci

151 144

50

O

15

R38197

4 (NO TRIP STRUBS) 30

0

OFF

-60

4

140/0 1212 / 211/0 zillo 1276 1676 1931, 1941

203/

250

1,00 040 00%

169/ 205/ 204/

08

0

-40

20K

0

0

X

60 0%

797

18E

161: 180

MAX FAIRINGS

AAE

120

0

6 6 6 C

1800 /400 /400 1800 /400 /100

13

12/2

-40

Cu

4

CL/1 LICA COEFFICIENTS:

TCBL

CAE

CAB 7

CPB1

15

COF Ç

-{idpyar(1)| idpyar(2)|ndy

NASA-MSFC-MAF

5

61

67

10/xx

SCHITTULES a or B

> TEST TWT #496 TABLE II. (CONTINUED) DATA SET COLLATION SHEET OR ALTERIATE INDEPENDENT VARIABLE Reproduced from py. O PRETEST B POSTTEST

NASA-MSFC-HAP	HASA.															•	
AGNICE	Hibe var(1)[10evar(2)]86v	Ĭ			·			256	1/0	16,4	120	120	16.	-10-8-6-4-2,02,46,8,10 pes	QC = -14	ES	SCHEDULES
10			COF	Ĺ	5	181	CPB1	CAB		CAE	1	TCXM	12	CBL	CX	3	C777
7576	67	=		5	5		5		37	21		25		19	13	1	}
		<u> </u>			-	$\vdash$	-	L			-	-	L	-			
		_			 	$\vdash$		<u> </u>		-	+	-	**	 			
											<del> </del>	<del> </del>	-	_			
											-	ļ_	-				
										-	1	; •	<u>.</u>	-			
			23%		<u> </u>		   	_		1	0	4-80		B	*		K3836J
				30							0	-40	-	8			1 35 I
				5	01/10					ŀ	0,	-20		15			34,4
<del> </del>							9460	28				0	_	0	- 		336
14		_					950	200	1		Ě	0		0	Becc	W" B2	33E
+		$\dashv$	1000			-					0	-80		8	*		₩J
			_	200	_				\		3	37-10		050			39 I
				20	200				/		2	8		15			38 <i>H</i>
		_			:		180	1800	2				E	Ó			376
		_		<u> </u>	04		380	200	3				F	0		Τ-	37F
				2018	15.00 Jean	ğ	1020	10/10	5				0	A	W/ B2 C2/2	14.3	37,4
		$\dashv$			0/2	1840 /250	8	80	4				-	0/-	•		41/-
					2/6	8	054/105	05.	4					10			
			8%		900	1840 M	240/240	2000	0				J	0			-11/F
			8		200	<u>%</u>	540 /hh0	_	4			0	0	0	Wa B20,'C, 1/2	18	R384/C
-			26.76	35	2/96	0/2	0.9 /	0.6	SNOR	47	9 3	3 3	æ	2		-	TOWN TATES
	(CR ALMEHNATE INDEPENDENT VARIABLE;	TNEUK	AZZONI 3	ERNATI	CR ALL		MCH INMEERS	E	స		TENS/	PARMIETERS/VALUES	SCHD.	SC	CONFIGURATION		DATA SET
POSTIEST	M POST										7000		d				
											1	-	0				

TEST TWT #496 DATA SET COLLATION SHEET

- PRETEST

TEST TWT#496 DATA SET COLLATION SHEET TABLE II. (CONTINUED)

CONFIGURATION	
SCHD. PARAMETERS/VALUES NO. MAGE IND.	Se = 4/60
SCHID. PARAMETERS/VALUES/NO. KACH MACHES (OR ALTERIATE INDEPENDENT VARIABLE)	Reproduction PRETEST best available PRETEST

NASA-MSFC-MAF											LES	a or B
IDPVAR(1)(IDPVAR(2)(NDV	#IDP										HENTS:	CULFFICIENTS:
	COE	CL	CPBL		;CAB	CAF	CYN		(A)	غ ا	2 7	7-
67 75 76	55 61	4.9		43	37	31	25	ļ	, <b> </b>	;		
			_									10025-
1		0/.0	<del> </del>	-	2	-	+	7	8		•	75625
<u> </u>	79	<del>``</del>	$\frac{1}{1}$	-					1/5			H 32 1
	+	200	1	2		<u> </u>			<i>//</i> 0			726
		10	-	1	1000	† †	1		0		W9 B2	22F
		CZ0/	+	}		+	107		8			261
	191/6	7	+	+		+	20	1	1/3			25H
		2/2			<u> </u>	1	3	1			1	246
					1092		2				1	123
		1000			_		0		7		 	2/2
15	10		-		_		-60		×			776
1	À	02.10	+		10	2	-40		M		- - -	26M
	+	12/12/	+		01/0	F	0		A	7	Wa Ba CZV	241
		/0/	1	<u>}</u>			-		50		-	230
	20	<i>'</i>	1/42/	1	7		+	+	00		-	237
	/88/	178/189/	125/				+	+	2 0		+	23 H
		Sec. 325	085		!	3	1	+			1	236
				02/6	ğ	7	+				1	235
		023/	084/	083/	/280	7	+		2 2		1	757
	183%	178/1871	123/	122/	12/	2					1	1,22
-	10/6	177/ 186/	128/	127/	126/6	9	-  -		<u>×</u> (		1 207 6M	1,5200
<del> </del>		0/10 9/20	080	120	963	0 5	6		$\frac{Z}{C}$		1/ 0 1/	20 20 A
	4.%	1.96 3.5		0.9	0.6	SK.78	8€ €	2	a E	ATION	CONFIGURATION	DATA SET
ENDENT VARIABLE	O CONT	OR ALTERIATE	ᅴ	MACH NUMBERS	1	No.	Salliva/ common of		1			
M POSTTEST	1	۱,					loc.	000	0			
	best	_					7	[]	۱			

\. •

TEST
TWT 496
DATA SET
-
COLLATION
SHEET

CONFIDENTION    SCHE   PRIMETEEN NATION   SCHE   INDEPENDENT WELLEST	(2) NI	HIDPVAR(1)  IDPVAR(2) WDV	(1) XVA.	Į Į															:IENTS	COEFFICIENTS:
SCIID   PALIBURE   PAUL   PA	1			+	DE.	5	1		CPE	B	CA	E	6	XX.		CBL		N	S	C111
SCIID.   PARAMETELE   VALUE   NO.   1909   PARAMETELE   PARAMETELE   NO.   1909   PARAMETELE   PARAMETELE   NO.   1909   PARAMETELE	75	57		<u>6</u>		5.5	و		5		37		۳	٢	2	قا		13	7	-
SCHID.   PALMUETERE   AULTERIATE INDEPENDENT WARDABLE		H		Ц					H	H	-		_		_	_				
SCIID. PARMETERE /VALUES 100.  SCIID. PARMETERE /VALUES 100.  A O O - 10 O 2 II36 O 1 1/2 1/2 3.5 H.R.  A O O - 10 O 2 II36 O 1/2 1/2 1/2 2/2 2/2 2/2 2/2 2/2 2/2 2/2						_				, ,		<u> </u>								
TION SCIID MAINTENER / VALUES   VO.   VACH INDEDENS (OR ALTERNATE ENDERDENT WARLABLE)  A O O O O O O O O O O O O O O O O O O			$\sqcup$	Ц						-		_	_			_				
TION SCIE. PAINWETELE /NAULS NO. MACH PURCHES (OR ALTERNATE INDEPENDENT WARLABLE)  A O O O O O O O O O O O O O O O O O O						Щ						_	-			-				
SCHE   PALMUST RED   MACH NUMBERS (OR ALTERNATE PUDSPENDENT WARLABLE)							,									_				
SCHE    PA:WHETES   VACH INFRESS   OR ALTERNATE INDEPENDENT VARIABLE;   OF   OF   OF   OF   OF   OF   OF   O					25.5	10/0	17461				<u> </u>	4	<del> </del>	-40	-	3				C3831I
TION SCID. PARMUTEUS VALUE: NO. MACH INMEDIS (OR ALTERNATE INDEPENDENT VARIABLE).  A O O - 10 O Z 1136 1736 2596 2596 2596 2596 2596 2596 2596 259					_		10/2		<u>-</u> -	$\vdash$	<u> </u>	7	-	-20		3				1360
TION SCID. PA:MUETEES/VALUE: NO. MACH INVESTIS (OR ALTERNATE INDEPENDENT VARIABLE).  A O O — 10 O Z 1136  M		_	_	_	_			108/	3/	127		G		0		2				296
TION SCHE. PA:WHETERE /VALUE: NO. MACH PLAGERS (OR ALTERWATE INDEPENDENT VARIABLE)  A O O — 10 O 2 1136  K I	<del>                                     </del>		_	_		_	2/2		-	4.		i\	F	0	<del>  '</del>	10				362
TION SCHE. PA: WHETERE /VALUES: NO. WACH INDEEDS (OR ALTERNATE INDEPENDENT VARIATION  A O O — 10 O Z 1136  A O O — 10 O Z 1136  A O O F I Z 1116  A O O F I Z 1116  A O O S MACH INDEEDS (OR ALTERNATE INDEPENDENT VARIATION IN INC.)  A O O F I Z 1136  A O O F I Z 1136  A O O S MACH INDEEDS (OR ALTERNATE INDEPENDENT VARIATION IN INC.)  A O O O Z 1136  A O O O Z 1136  A O O O Z 1136  A O O O S MACH INDEEDS (OR ALTERNATE INDEPENDENT VARIATION IN INC.)  A O O O Z 1136  A O O O Z 1136  A O O O Z 1136  A O O O S MACH INDEEDS (OR ALTERNATE INDEPENDENT VARIATION IN INC.)  A O O O Z 1136  A O O O O Z 1136  A O O O O Z 1136  A O O O O O O O O O O O O O O O O O O				_	100	833	13/6	1/8/		-		0		8		<b>★</b>				32K
TION SCHE PARMETERS /VALUES NO. MACH INDEERS (OR ALTERNATE INDEPENDENT VARLY  A O O — 10 O Z 1136  A O F Z 1136  B O F Z 1136  A O O S 2 1136  A O O S 2 1136  A O O S 2 1136  A O O S 2 1136  A O O S 2 1136  A O O S 2 1136  A O O S 2 1136  A O O S 2 1136  A O O S 2 1136  A O O S 2 1136  A O O S 2 1136  A O O S 2 1136  A O O S 2 1136  A O O O O S 2 1136  A O O O S 2 1136  A O O O O S 2 1136  A O O O O O O O O O O O O O O O O O O				Ц	200	الغيم	15.1	11/6	0)		_	0		-40	<del> </del>	3			T	31,11
TION SCHE PARMETERS/VALUS: NO. MACH HUMBERS (OR ALTERNATE INDEPENDENT VARUED NO. 1.0. 1.2. 1.7% 3.5. 1.7%						200	10/4	0/	0/	0/25	18	5		0				V/4BzC2V2		29A
TION SCHO. PARMETERS /VALUES NO. WACH HUMBERS (OR ALTERNATE INDEPENDENT VARIATION  A 6 6c 6c 6c 1mm nings 0.6 0.7 1.0 1.2 1.7% 3.5 11%  A 0 0 - 10 0 2 1136 013 173/2149/2339/  A 1 2 1136 0136 239/2  O F 1 2 1136 0136 239/2  30 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1					96h.	_								•	<del>                                     </del>	8	_		Г	78J
TION SCHIL PARMETERS /VALUES NO. MACH HUMBERS (OR ALTERNATE INDEPENDENT VARIATION A. B. Se Sc. E. Lw Rives O.6 0.7 1.0 1.2 1.7% 3.5 1.7% 3					34%	κ.						_		E		8				ZB I
SCHD.   PA:WUETERE/VALUE:   NO.   WACH HUMBERS   OR ALTERNATE INDEPENDENT VARUED							9/8/0								-	2				H82
TION   SCHE.   PAHAMETERS / VALUES   PO   WACH HUNGERS   OR ALTERNATE INDEPENDENT WARD   A	$\dashv$									0/	211	/				0				285
TION SCHE PARMETERS/VALUS: NO. MACH INMSERS (OR ALTERNATE INDEPENDENT VARIABLE AS SELECTION SINGLES OF O.S. O.S. O.S. O.S. O.S. O.S. O.S.							%			0/		1				9 F				78F
SCHD.   PA:MUETERE/VALUE:   NO.   MACH HUMBERS   OR ALTERNATE INDEPENDENT VARIATION	7				22/	1					_	<i>y</i>				<u> </u>				ZEK
TION SCHE PARAMETERS/VALUES NO. WACH HUNGERS (OR ALTERNATE INDEPENDENT VARIABLE IN Section of Section 1998) O.6 0.9 1.0 1.2 1.7% 3.5 $\%$ 2. $\%$ 2. $\%$ 3.5 $\%$ 2. $\%$ 3.5 $\%$					239/	, 9042	173/					W	_	E	_	3				787
TION SCHE. PARAMETERS/VALUES NO. MACH HUMBERS (OR ALTERNATE INDEPENDENT VARIATION B. Se Se Se Se Sun Humbers (OR ALTERNATE INDEPENDENT VARIATION B. Se Se Se Se Sun Humbers (OR ALTERNATE INDEPENDENT VARIATION B. Se Se Se Se Sun Humbers (OR ALTERNATE INDEPENDENT VARIATION B. Se Se Se Se Sun Humbers (OR ALTERNATE INDEPENDENT VARIATION B. SE SE SE SE SE SE SE SE SE SE SE SE SE							2/10			0/	11/3	2 2	00	I	0			W4 B2 1/2		(3828A
SCHE. PARAMETERS/VALUES NO. MACH INDEERS (OR ALTERNATE INDEPENDENT VARIA		 	_	Ŀ	18.4		1.9%	/		0	9	W SU	<u></u>	2	8	~~			1	IDENTIFIER
		BLE;	VARIA	יינים	PACIONI		ALTE	I _ I	TIUMBE	MACH	İ	No.	S/VALU	METER		SCHD.		ONFICHBATION		DATA SEI
	ES	POST	Ø											de	ષ્ટ					
S de V PRETEST	EST	PRET												der/	1					

(n)

### TABLE III.

MODEL COMPONENT: BODY - B2	
GENERAL DESCRIPTION: 0.002456 SCALE	CYLINDRICAL BODY WITH AN
AXISYMMETRIC NO	SE
•	
DRAWING NUMBER: 1198-50	<del>-</del>
DIMENSIONS:	FULL-STATE STIDDEL SCALE TRIVING
Length	271.44 8.000
Max. Width	33.931 1.000
Dia. Max. Depth	33.931 1.000
Fineness Ratio	8/1
Area	
Max. Cross-Sectional	904.21 0.7854
Planform	-
Wetted	
Base	904.21 0.7854

MODEL COMPONENT: WIN	NG (W4)		
	002456 SCALE SWEE	PT WING WITH AR = 2.8 EES	
DRAWING NUMBER:	1198-45		
DIMENSIONS:		FULL-SCALE	MODEL SCALE
TOTAL DATA		FT/FT <sup>2</sup>	IN/IN <sup>2</sup>
Area Planform Wetted Span (equivalent) Aspect Ratio Rate of Taper Taper Ratio Diehedral Angle, Incidence Angle, Aerodynamic Twis Toe-In Angle Cant Angle Sweep Back Angle Leading Edge Trailing Edge Trailing Edge O.25 Element Chords: Root (Wing St Tip, (equival) MAC Fus. Sta. of W.P. of .25 M B.L. of .25 M Airfoil Section	degrees degrees t, degrees s, degrees Line a. 0.0) ent) .25 MAC	126.22 2.8 0.4 5° Variable 49.07 28.3° 45° 64.40 25.583	4.9327  3.72  2.8  0.4  5° Variable  49.07  28.3°  45°  1.898  0.754
Root Tip EXPOSED DATA		0012-84 0012-84	0012-84 0012-84
Area Span, Aspect Ratio Taper Ratio Chords Root Tip MAC Fus. Sta. of W.P. of .25 M	IAC	92,290 474 53,983 25,583	2.72 474 1.591 0.754

(

MODEL COMPONENT:	WING (W6)		<del> </del>
GENERAL DESCRIPTION:	0.002456 SCALE SWEFT	WING WITH AR = 4.0	<u> </u>
	$\Lambda_{\rm C/4} = 35^{\circ}$		
DRAWING NUMBER:	1198-30A/34	_	
DIMENSIONS:		FULL-SCALE	MODEL SCALE
TOTAL DATA		FT/FT <sup>2</sup>	IN/IN <sup>2</sup>
Area			
Planform	n	5321.79	4.6225
Wetted			
Span (equiv	/alent)	145.90	4.30
Aspect Rati	io.	3.99	3.99
Rate of Tag			
Taper Ratio		0.3998	0.3998
		50.3550	50.3996
vienedra i	Angle, degrees		
	Angle, degrees	Variable	<u>Variable</u>
	: Twist, degrees	0.00	0.00
Toe-In Angl	e		
Cant Angle			
	Angles, degrees		<del></del>
Leading		38.93	38.93
Trailing	- Edge	20.75	$\frac{20.75}{20.75}$
0 25 51	ement Line		
	ement tine	35.0	<u>35.0</u>
Chords:			
Root (W	ing Sta. 0.0)	52.12	1.536
Tip, (ed	quivalent)	20.83	0.614
MAC			
Fus. Sta	a. of .25 MAC		
	.25 MAC		
	.25 MAC	· · · · · · · · · · · · · · · · · · ·	
Airfoil Se			<del></del>
_	CCION	0012 04	0012.04
Root		0012-84	_0012-84
Tip		0012-84	0012-84
EXPOSED DATA			
Area		3672.58	3.19
Span, (equ	ivalent)	111.97	3.30
Aspect Rat		3.40	3.40
Taper Rati		0.464	0.464
Chords	-		
Root		44.82	1.321
			0.614
Tip		, <u>20.63</u>	VaVaI
MAC	C OF MAC		<del></del>
Fus. St	a. of .25 MAC		
W.P. of	Root Chord Below €	5.40	0.162
	.25 MAC		
0.3C T.I	T. Flaps	$\delta = 0, 110^{\circ},$	-20° . · 30°
0.00		0 0, -10 ,	20 , JU

MODEL COMPONENT: WING (WH)		
GENERAL DESCRIPTION: 0.002456 SCALE S	WEPT WING WITH AR =	4.0,
Λ <sub>C</sub> /4 = 35°		
DRAWING NUMBER: 1198-78		
DIMENSIONS:	FULL-SCALE FT/FT <sup>2</sup>	MODEL SCALE IN/IN <sup>2</sup>
TOTAL DATA	r (/) 1 -	111/ 111
Area Planform Wetted Span (equivalent) Aspect Ratio Rate of Taper Taper Ratio Diehedral Angle, degrees Incidence Angle, degrees Aerodynamic Twist, degrees Toe-In Angle Cant Angle Sweep Back Angles, degrees Leading Edge Trailing Edge O.25 Element Line Chords: Root (Wing Sta. 0.0) Tip, (equivalent) MAC Fus. Sta. of .25 MAC W.P. of .25 MAC Airfoil Section Root Tip EXPOSED DATA	5321.79  145.90 3.99  0.3998 5° Variable 0.00  38.93 20.75 35.0  52.12 20.83  0012-84 0012-84	4.6225  4.30 3.99  0.3998 5° Variable 0.00  38.93 20.75 35.0  1.536 0.614  0012-84 0012-84
Area Span, (equivalent) Aspect Ratio Taper Ratio Chords Root Tip MAC Fus. Sta. of .25 MAC		
W.P. of .25 MAC B.L. of .25 MAC		

}

MODEL COMPONENT: WING (Wo)		
GENERAL DESCRIPTION: 0.002456 SCALE	DELTA WING WITH AR = 2	5
Λιε = 52.5 D		***
	2500120	
		<del></del>
DRAWING NUMBER: 1198-81		
DIMENSIONS:	FULL-SCALE	MODEL SCALE
TOTAL DATA	FT/FT <sup>2</sup>	IN/IN2
Area		
Planform	8865.48	7.7005
Wetted		7.7003
Span (equivalent)	<del>- 149.02 -</del>	$-4.\overline{392}$
Aspect Ratio	2.50	2.50
Rate of Taper	<del></del>	
Taper Ratio	0.106	0.106
Diehedral Angle, degrees	<u>5°</u>	50
Incidence Angle, degrees	0°	0°
Aerodynamic Twist, degrees		
Toe-In Angle Cant Angle		
Sweep Back Angles, degrees		
Leading Edge	60.60	
Trailing Edge	<u>52.5°</u>	_ <u>52.5°</u>
0.25 Element Line	0.56°	0.56°
Chords:		
Root (Wing Sta. 0.0)	107.56	2 170
Tip, (equivalent)	11.42	3.170
MAC	11.42	0.3365
Fus. Sta. of .25 MAC	<del></del>	
W.P. of .25 MAC		<del></del>
B.L. of .25 MAC	•	
Airfoil Section		
Root	<b>0</b> 007-84	0007-84
Tip	<b>00</b> 06-84	0006-84
EXPOSED DATA		<u> </u>
Area		
Span, (equivalent)		
Aspect Ratio		
Taper Ratio		
Chords		
Root		<del></del>
Tip MAC	,	<del></del>
	-	
Fus. Sta. of .25 MAC		<del></del>
W.P. of .25 MAC B.L. of .25 MAC	the state of the state of the state of	
with of its fine		

MODEL COMPONENT: CANARD (C1)		
GENERAL DESCRIPTION: 0.002456 SCALE CL 60° LEADING EDGE SWEEP BACK ANGLE AND A 5	IPPED DELTA SURFACE, PERCENT BICONVEX AI	<del></del>
DRAWING NUMBER:	_	
DIMENSIONS:	FULL-SCALE FT/FT <sup>2</sup>	MODEL SCALE IN/IN <sup>2</sup>
Area (Exp.)	900.30	0.7820
Span (equivalent)	36.78	1.084
Inb'd equivalent chord	40.818	1.203
Outb'd equivalent chord	8.17	0.241
Ratio movable surface chord/ total surface chord		
At Inb'd equiv. chord		1/1
At Outb'd equiv. chord		
Sweep Back Angles, degrees		
Leading Edge	60°	60°
Tailing Edge		<u>-2.37°</u>
Hingeline	0.25 MAC	0.25 MAC
Area Moment (Normal to hinge line)	Variable	Variable
Incidence Angle, Degrees	0 to -60°	0 to -60°
Airfoil Section	5% BICHVX	5% BICNVX
Fus. Sta. of 0.25 MAC	1.448d aft of nose	1.448d aft of nose

TABLE III. (C MODEL COMPONENT: <u>VERTICAL STABILIZER (</u>	Kepiot	luced from vailable copy.
SENERAL DESCRIPTION: 0.002456 SCALE TAIL		G EDGE SWEEP
ANGLE - MOUNTED ON CE		
DRAWING NUMBER: 1198-47		
DIMENSIONS:	FULL-SCALE FT/FT <sup>2</sup>	MODEL SCALE
TOTAL DATA		
Planform Wetted Span (equivalent) Aspect Ratio Rate of Taper Taper Ratio Diehedral Angle, degrees Incidence Angle, degrees Aerodynamic Twist, degrees Toe-In Angle Cant Angle Sweep Back Angles, degrees Leading Edge Trailing Edge O.25 Element Line Chords: Root (Wing Sta. 0.0) Tip, (equivalent) MAC Fus. Sta. of .25 MAC W.P. of .25 MAC Airfoil Section Root		40 21,34
Tip EXPOSED DATA	0012-84	0012-84
Area Span, (equivalent) Aspect Ratio Taper Ratio Chords Root Tip MAC Fus. Sta. of .25 MAC	995.15 38.68 1.502 0.50 34.61 17.17	0.86526 1.140 1.502 0.50 1.0120
W.P. of .25 MAC B.L. of .25 MAC		

MODEL COMPONENT:	WING TIP FINS (V <sub>2</sub> )	
GENERAL DESCRIPTION:	0.002456 SCALE SWEPT LEADING EDGE/TRAILING EDGE WING	
	TIP FINS	
	•••	
	1198-36	
DRAWING NUMBER:		1 F
DIMENSIONS:	FULL-SCALE MODEL SCALE TRYING	
TOTAL DATA		
Incidence Aerodynam Toe-in Angle Sweep Bac Leadin Traili 0.25 E Chords: Root ( Tip, ( MAC Fus. S W.P. C	ngle, degrees ngle, degrees Twist, degrees  (Roll Out) Angles, degrees Edge Edge Edge Thist Ine Ing Sta. 0.0) Quivalent  a. of .25 MAC .25 MAC ction  O012-84  O012-84  O012-84	34
W.P.	·io	67 64

### TABLE III. (CONCLUDED)

MODEL COMPONENT: ORBITER - O1		
GENERAL DESCRIPTION: 0.002456 SCALE GRUM	MAN G3-A ORBITER	
	·	
DRAWING NUMBER: 1198-51		
DIMENSIONS:	FULL-SCALE	MODEL SCALE
Area	FT/FT <sup>2</sup>	IN/IN <sup>2</sup>
Span (equivalent)		2.99
Inb'd equivalent chord		
Outb'd equivalent chord		
Ratio movable surface chord/ total surface chord		
At Inb'd equiv. chord		•
At Outb'd equiv. chord		
Sweep Back Angles, degrees		
Leading Edge	<del></del>	
Tailing Edge		
Kingeline		
Area Moment (Normal to hinge line)		
Overall Length		5,44

TABLE TV.

INDEX OF MODEL FIGURES

FIGURE NUMBER	TITLE	PAGE NUMBER
1	Axis System	33
2	AR-1198 Body B <sub>2</sub>	34
3	0.002456 Scale AR-1198 Booster Model	35
4	AR-1198 Booster-Orbiter Configuration	36
5	Wing, W <sub>4</sub>	37
6	Wing, W <sub>6</sub>	38
7	Wing, W6	39
8	Wing, W <sub>9</sub>	40
9	Canard, C <sub>1</sub>	41
10	Vertical Tail, V <sub>1</sub>	42
11	Wing Tip Fins, V <sub>2</sub>	43
12	Grumman G3-A Orbiter Body	44
13	Configuration $B_2W_60_1^2V_2$ Installed in Tunnel	45
14	Trip Strip Chart - AR-1198 Booster	46
15	Configuration WaBaV.C. TSo Installed in Tunnel	47

TABLE V. INDEX OF DATA FIGURES

TITLE		PLOTTED COEFFICIENTS SCHEDULE
Longitudinal Stability	ਦੇ	
	• B8	A
	- W6B2V2	A
	- W4B2V2	Α
	- W9B2V1	Α
	- W6B2	ʹ
	- B2C12	<b>&gt;</b>
	- WGB2C12V2	<b>&gt;</b>
	- W6HB2C12V2	Α
	- W9B2C12V1	Α
	- W4B2C12V2	A
	- W6B2Ø11C12V2	A
Lateral Directional Stability -	Stability -	
	- W6B2C12V2	₩
	- W6B2Ø11C12V2	В
	- W6HB2C12V2	В
	- W6HB2C12	В
;	- W9B2VI	₩

TABLE V. (CONTINUED)

- W4B2V2	- W9B2	- M3B2VI	- WOB2	- W4B2C12V2	- W4B2V2	- W9B2	- W9B2C12VI	- W9B2VI	- W6HB2C12	- W6HB2C12V2	- W6B2\$11C12V2	- W6B2C12	- W6B2	- W4B2C12V2	- W4B2V2	- W9B2		Learne Cirectional Stability	de de la constante de la const
В	ъ	B	B	В	ы	ᅜ	ᅜ	₽	В	В	ъ	ъ	₩	ᅜ	ᅜ	ᅜ	₩		PLOTTED COEFFICIENTS SCHEDULE
287	279	277	263	255	247	239	231	223	215	207	199	191	183	175	167	159	151	FRUES	DACRO

TABLE 7. (CONTINUED)

TITLE		PLOTTED COEFFICIENTS SCHEDULE	DAG 관
Lateral Directional Stability			
	- W6B2	ъ	295
	- W9B2VI	ㅂ	303
	- W9B2	뮹	3 <u>1</u>
	- W4B2V2	ᅜ	319
	- W9B2VI	₩	327
	- W4B2V2	뮹	ม ม ภ
	- W6B2\$11C12V2	В	3 <del>4</del> 3
Lateral Directional Stability - Effect of Canards	- Effect of Canards		
	- B2Cl2	₩	351 359
	- W6B2Cl2 CANARD = -20. CANARD = -40. CANARD = -60.	ъ	367 375 383
	- W6B2C12V2	B	391 399 407
	- W6HB2CL2V2 CANARD = -20. CANARD = -40. CANARD = -60.	ᅜ	15.4 53.4 71.2
	- W6HB2Cl2	bơ	439 447 457

TABLE V. (CONTINUED)

,

TITLE	PLOTTED COEFFICIENTS SCHEDULE	PAGES
<pre>Lateral Directional Stability - Effect of Canards - W9B2Cl2Vl</pre>	₩	174 634
- W4B2C12V2 CANARD = -20. CANARD = $-40$ .	ы	<sup>4</sup> 79 ነ87
Effect of Trip Strips	AВ	<b>495</b> 503
Effect of Wax Fillets in Canards	Α	513
Longitudinal Stability at Alpha = 0. Degrees	a	523
Lateral Directional Stability at Beta = 0. Degrees	ש	558
Longitudinel Stability - Effect of Canards		
- W6B2C12V2	Α	602
- W4B2C12V2	₽	652
- B2C12	Α	712
- W9B2C12V1	Α	732
- W6B2C12V2	Α	772
Control Effectiveness	А	782
Alleron Effectiveness	'ম হে	842 866

TABLE V. (CONCLUDED)

	PLOTTED COEFFICIENTS	
TITLE	SCHEDULE	PAGES
Elevon Effectiveness		
- W6B2V2	Ħ	878
- W6B2C12V2	ਲ	488
Effect of Wing Configuration - Longitudinal Stability	Α	890

## PLOTTED COEFFICIENTS SCHEDULE:

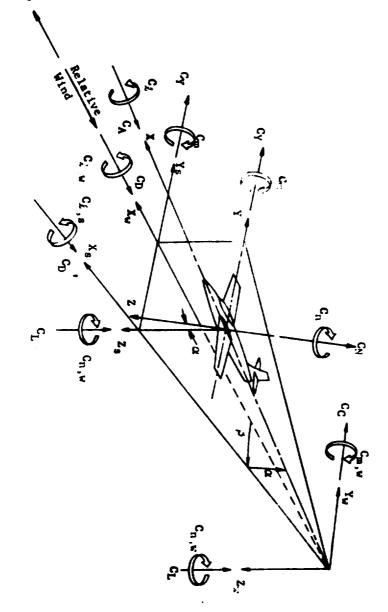
- (A) CN, CLM CAF, CAB, CA, CL, CPB1, DCLM/DCN vs. a
- CIM VS. CN, CL VS. CDF (B) CY, CYN, CBL, CA, CAF, CAB, DCYN/DCY VS.  $\beta$
- CYN vs. CY

  (C) CNAFØ, CIMAFØ, CNAAFØ, CMAAFØ, CP/Dl, CAAFØ, CAFAFØ vs. MACH

  (D) CP/D2, DCY/DB, DCYN/DB, DCBL/DB vs. MACH
- (E) DCN, DCLM, DCA, DCAF, DCAB, DCL vs. a
- DCY, DCYN, DCBL vs. a

MODEL FIGURES

- moment coefficients, and angles are indicated by arrows.
- 2. For clarity, origins of wind and stability axes have been displaced from the center of gravity.



33

Figure : Axis systems, showing direction and sense of force and moment coefficients, angle of attack, and sideslip angle

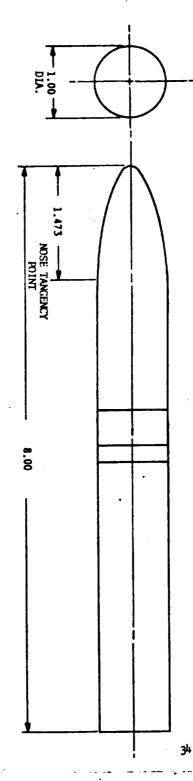


Figure 2. AR-1198 Body Bo

AR-1198 BODY B2

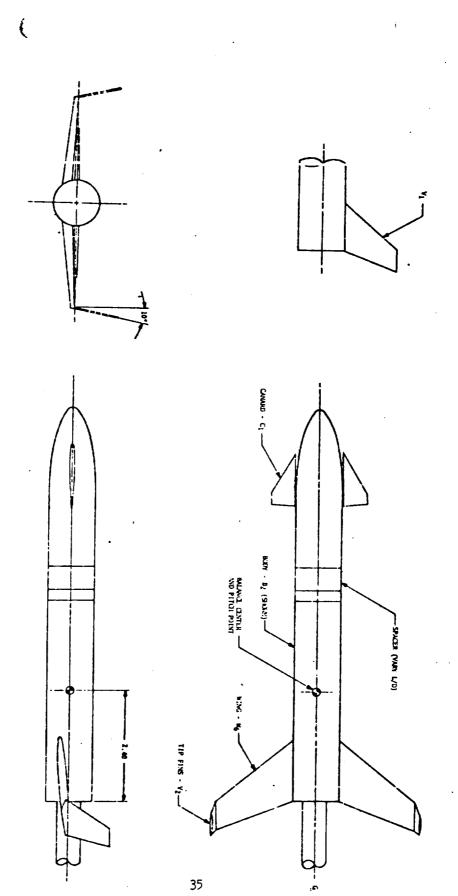
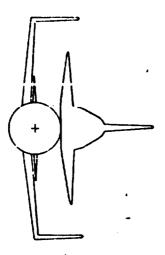


Figure 3. 0.002456 Scale AR-1198 Booster Model

0.002456 SCALE ARI198

BOOSTIER MODEL



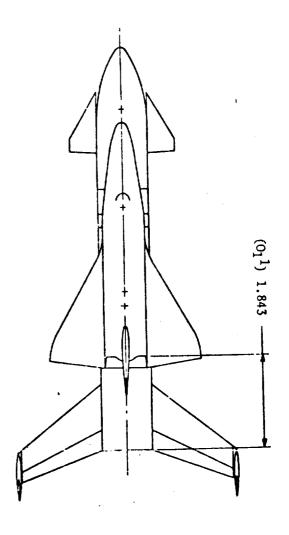
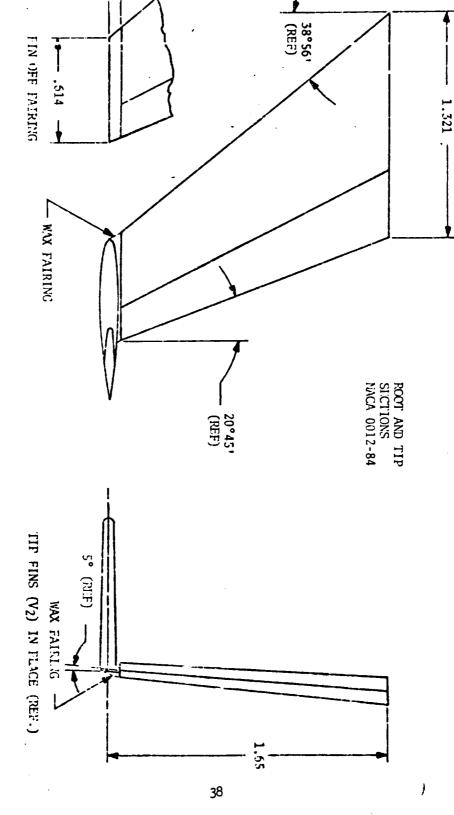


Figure 4. AR-1198 Booster-Orbiter Configuration

Figure 5. Wing, W4

NOTE: ZERO POLL-OUT SHOWN FOR CLARITY.

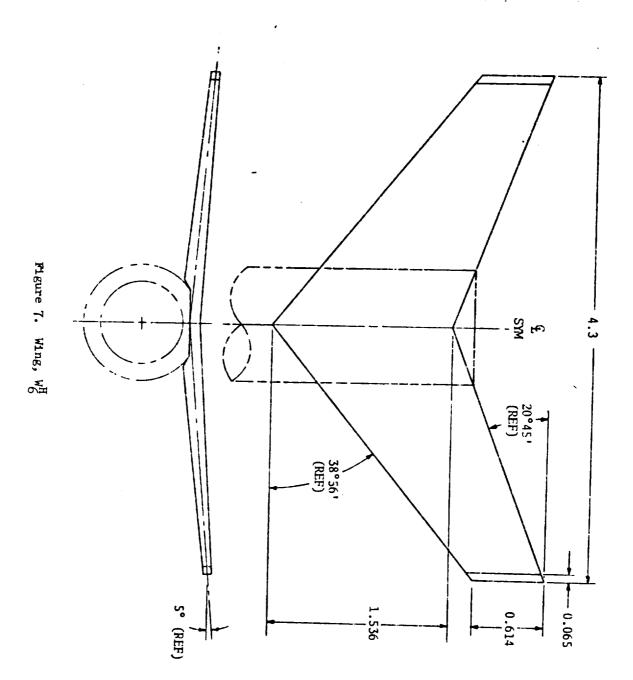
1.591

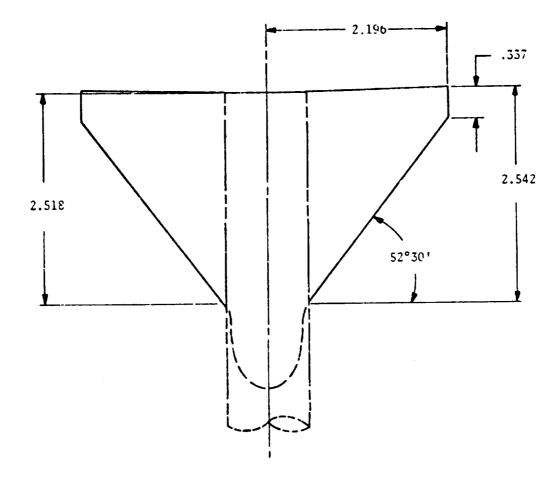


ZERO ROLL-OUT SHOWN FOR CLARITY.

Figure 6. Wing, W6

.065





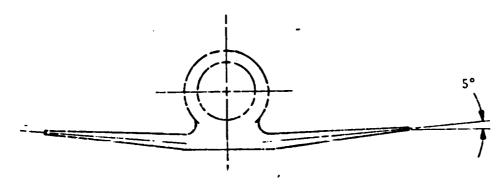
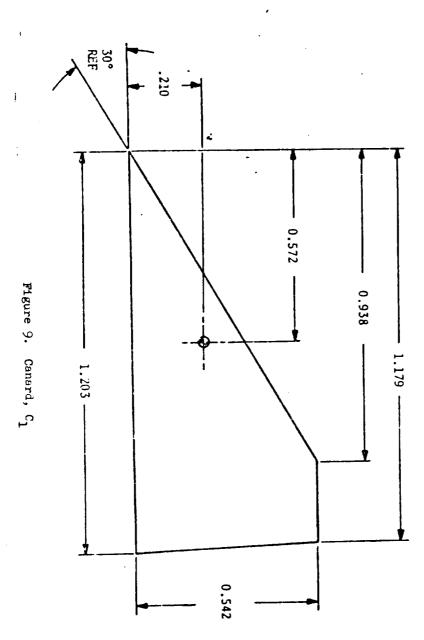
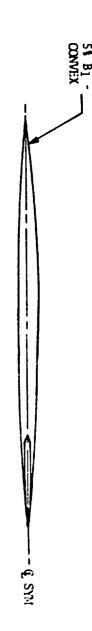


Figure 8. Wing, W<sub>9</sub>





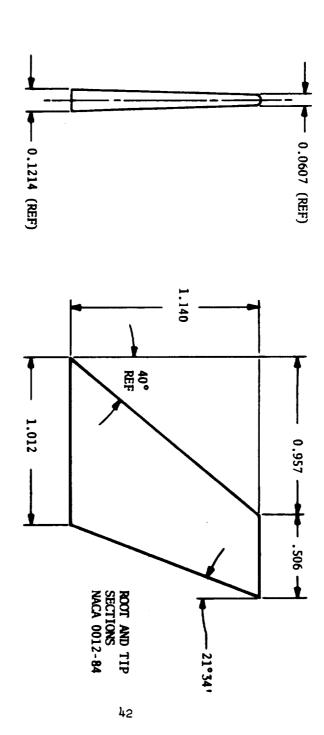


Figure 10. Vertical Tail, V1

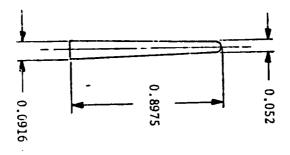
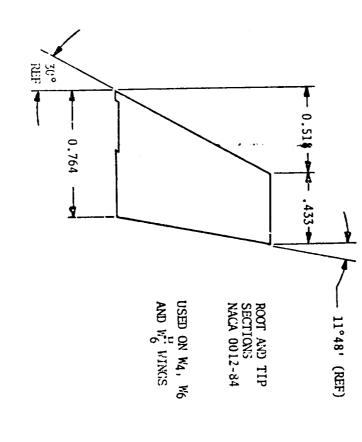
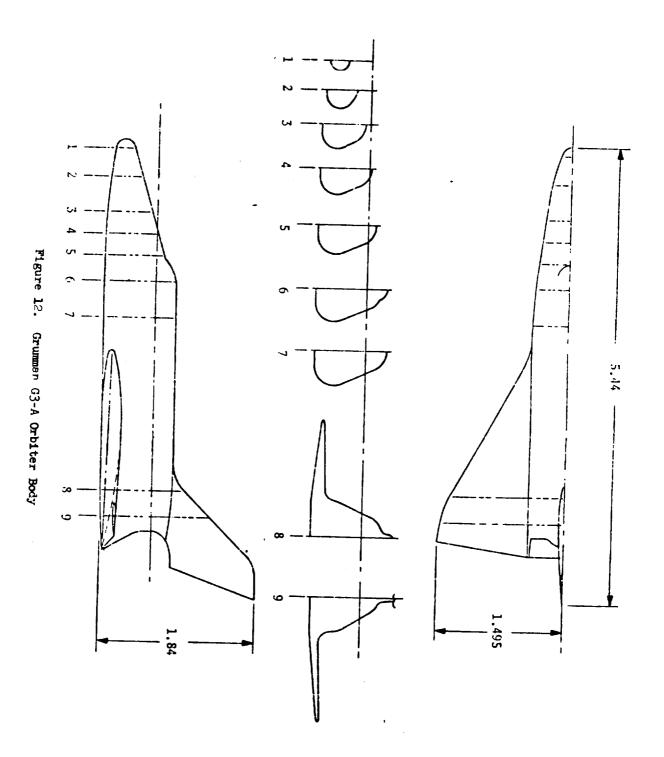


Figure 11. Wing Thp Fins, V2

į





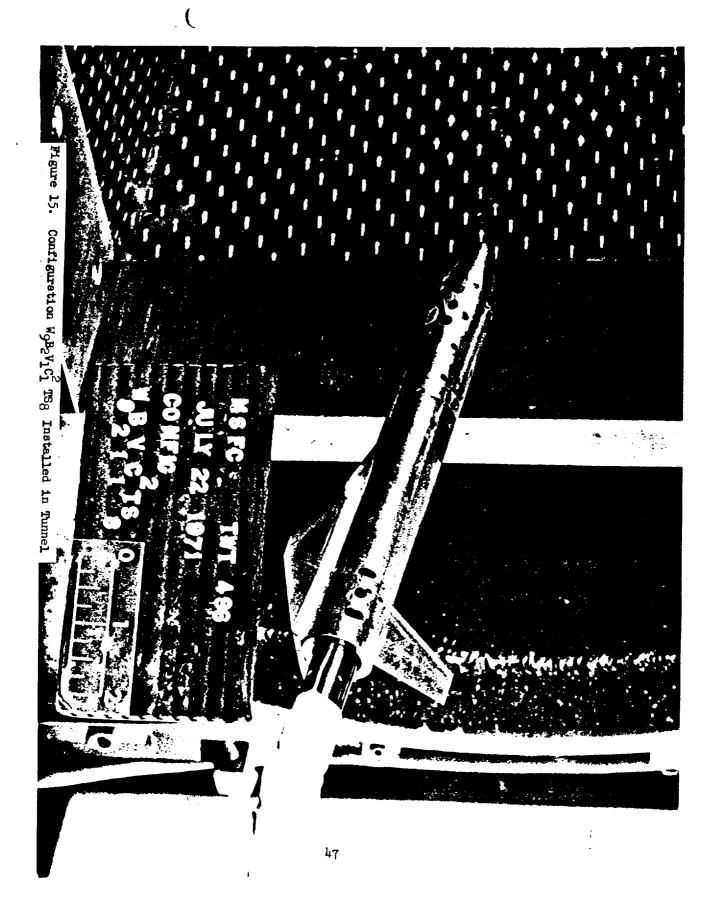
MSFC TWT 496 JULY 15, 1971

CONFIG

Figure 13. Configuration  $\mathtt{B}_2\mathtt{W}_6\mathtt{O}_1^{\mathsf{T}}\mathtt{V}_2$ Installed in Tunnel

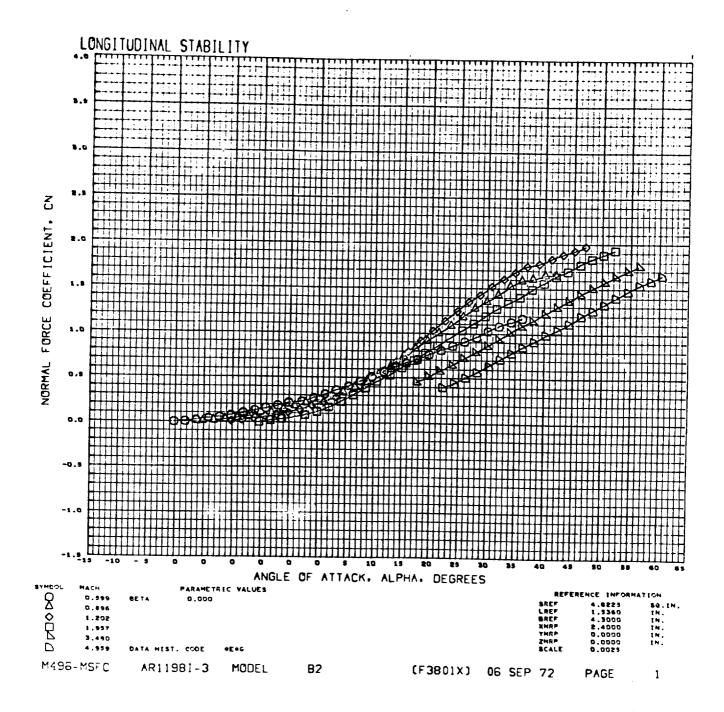
46

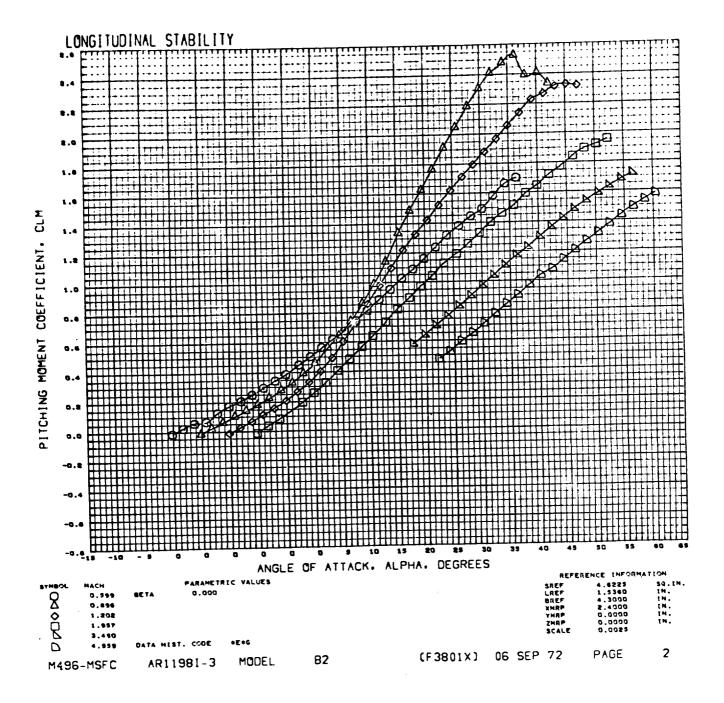
Figure 14. Trip Strip Chart - AR-1198 Booster

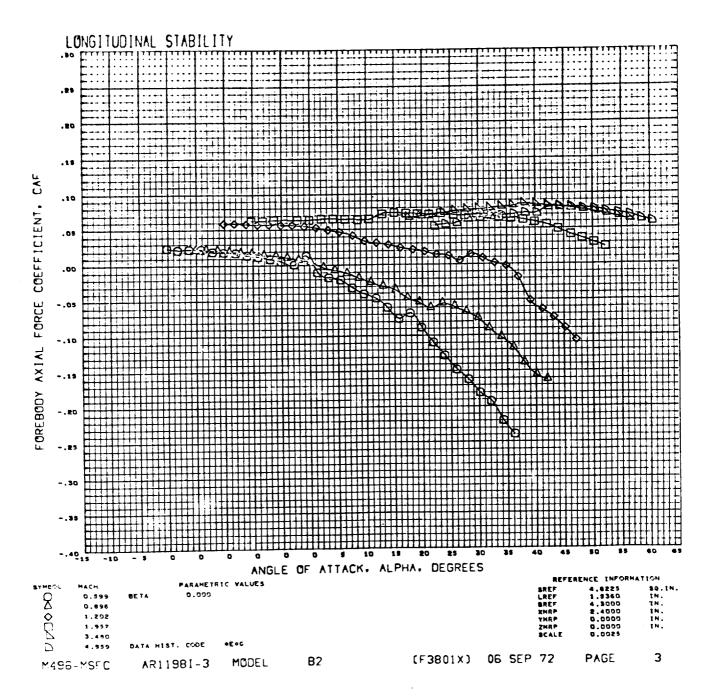


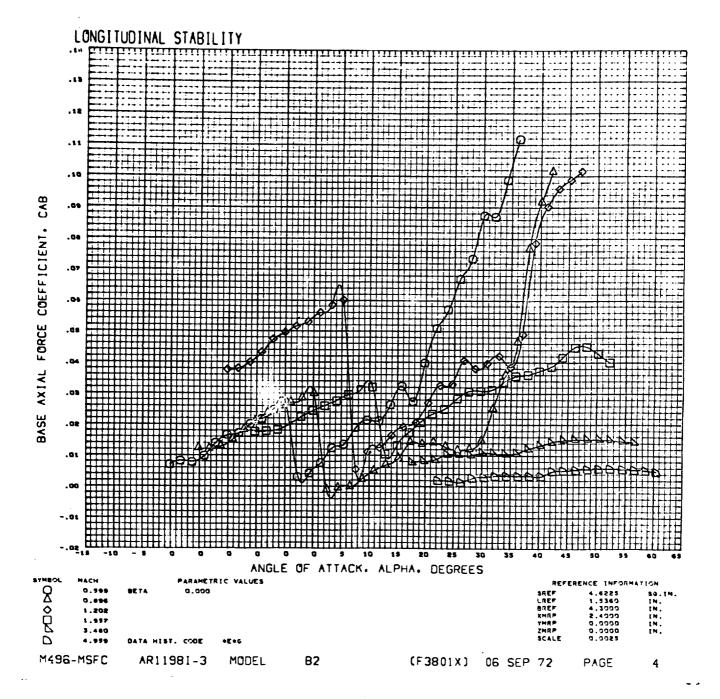
DATA FIGURES

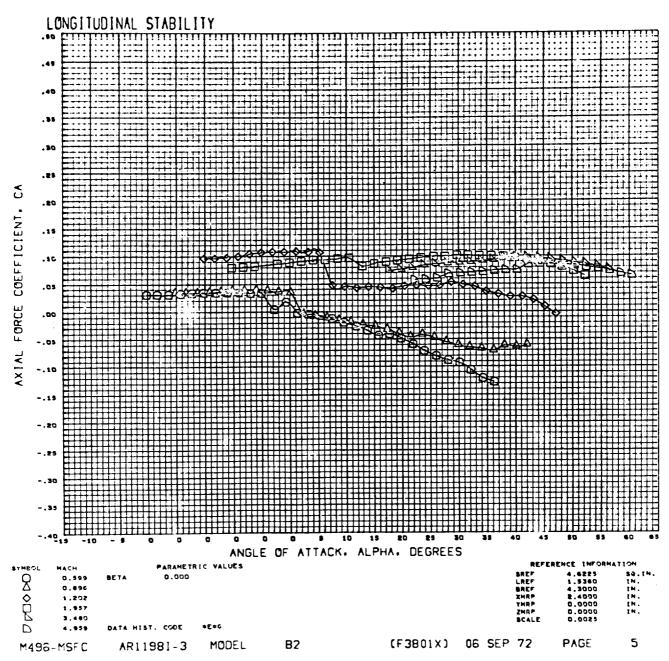
Tabulations of the plotted data and corresponding source data are available from SADSAC Operations.



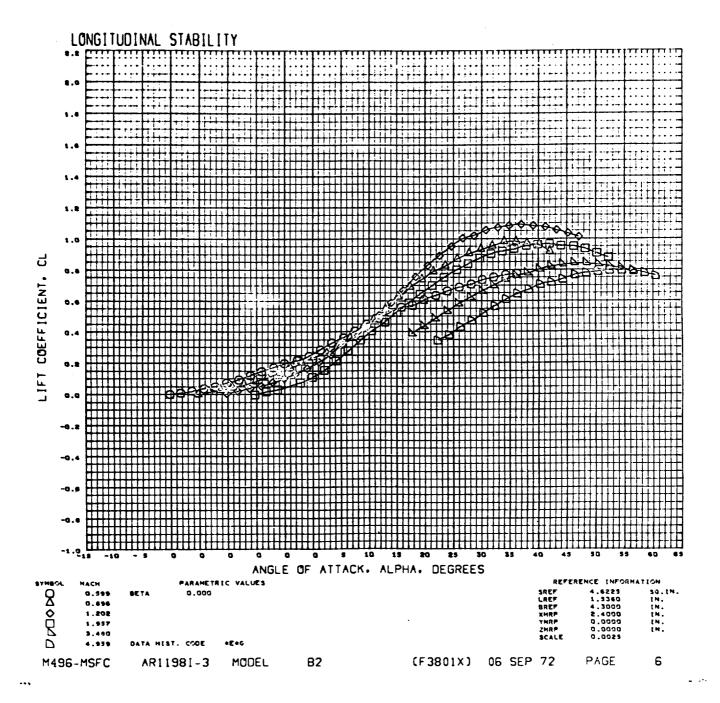


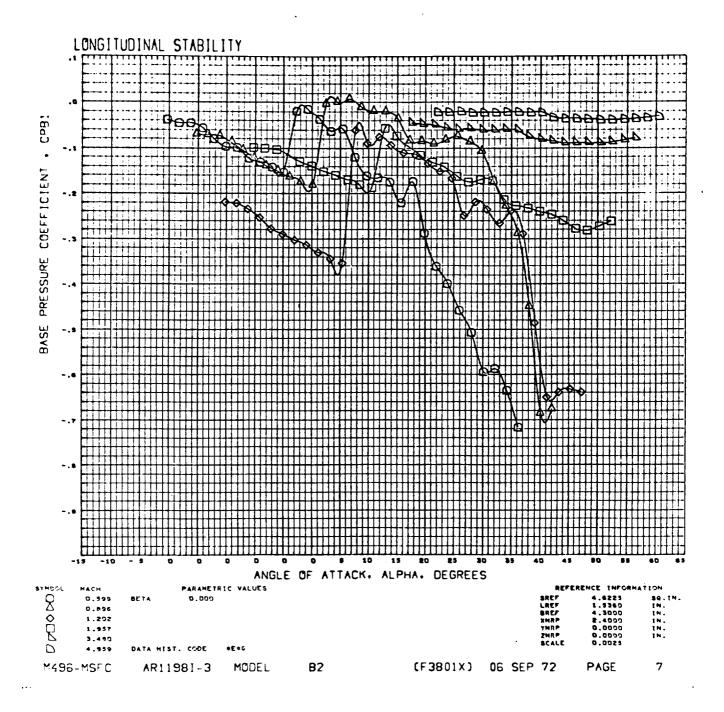


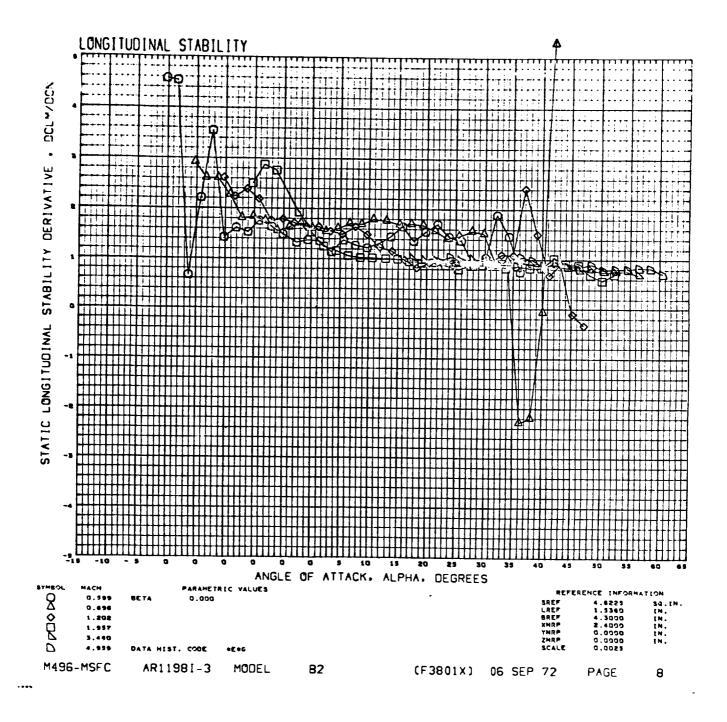


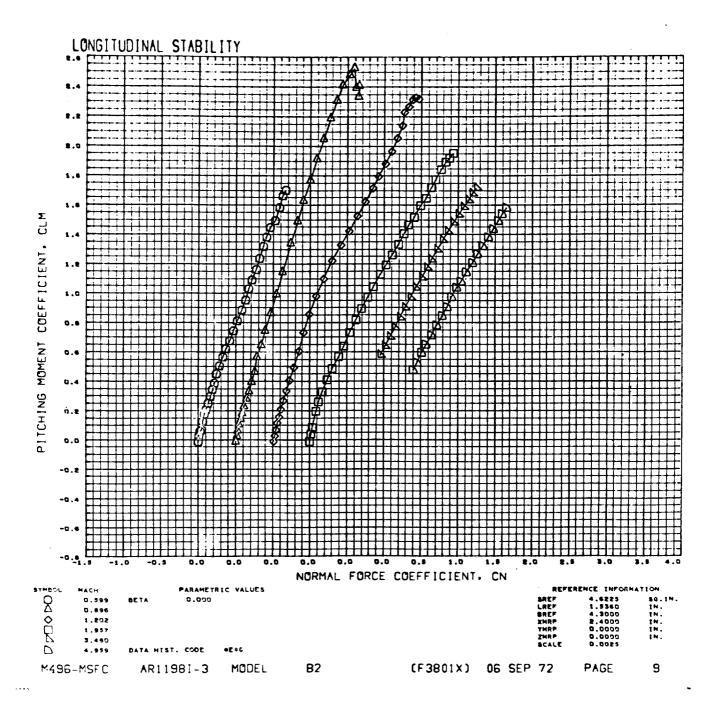


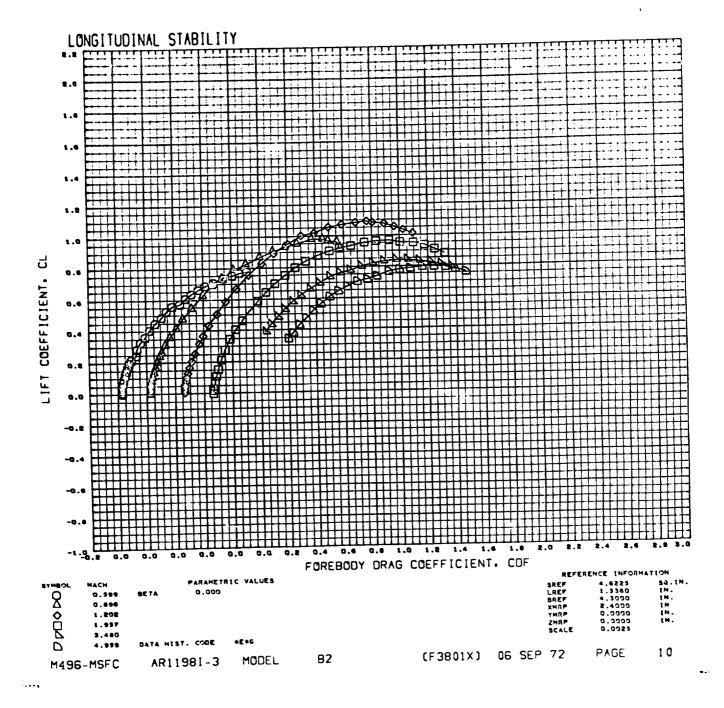
٠,



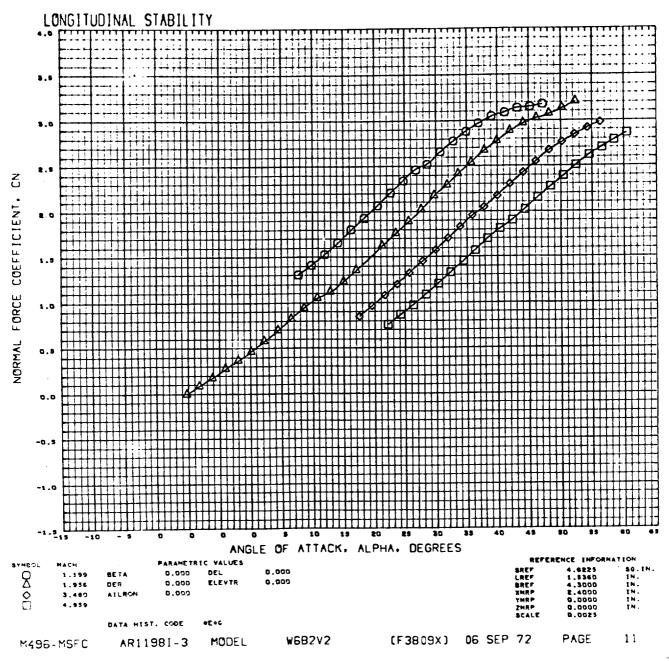




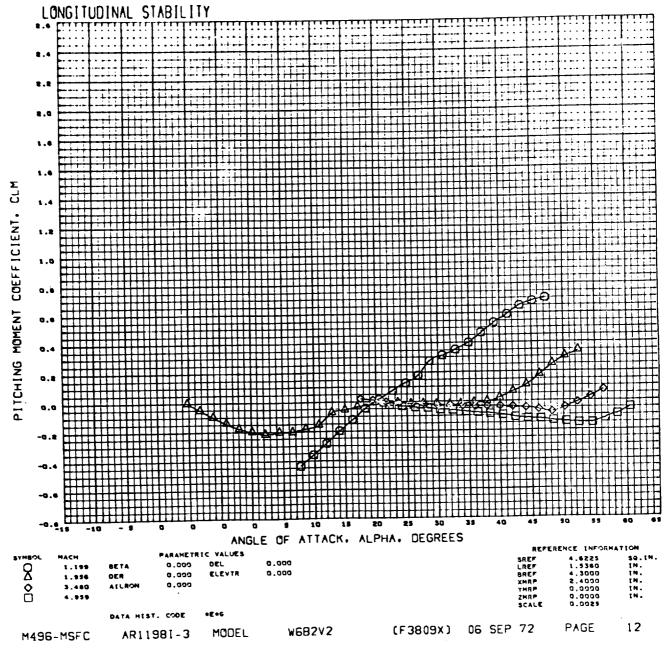




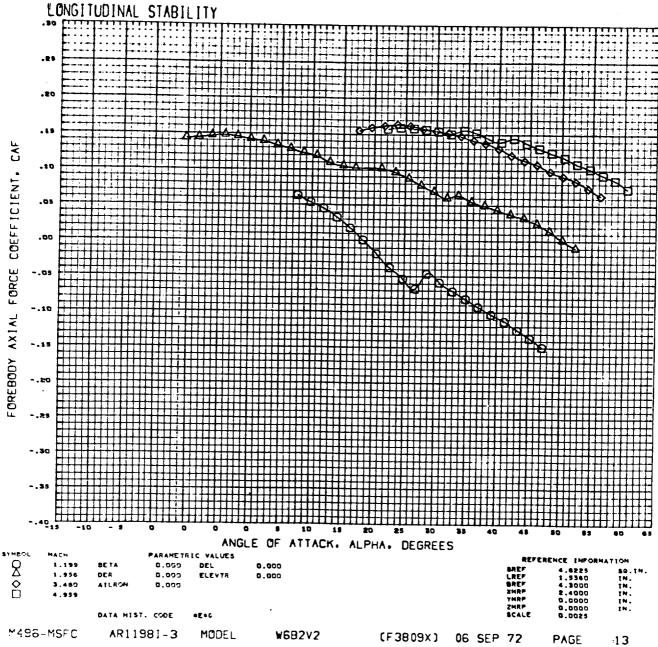
)

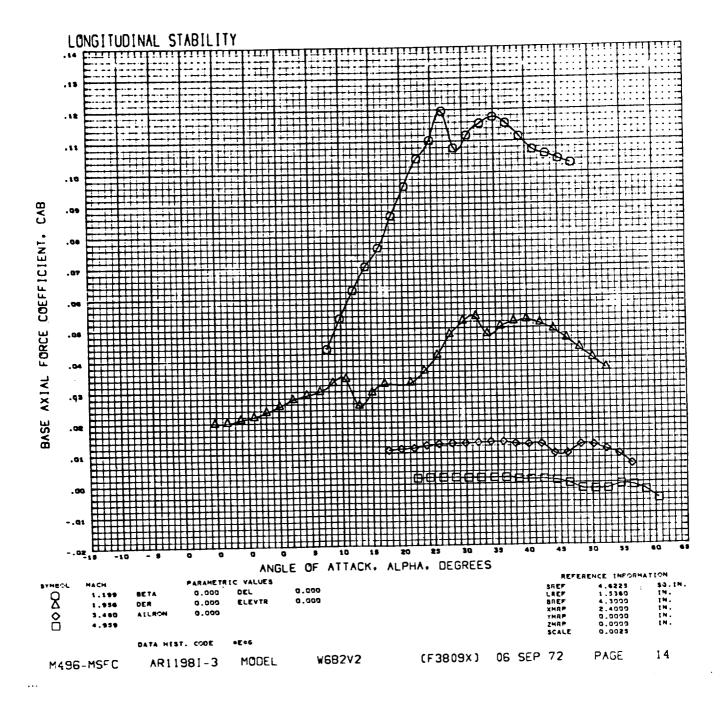


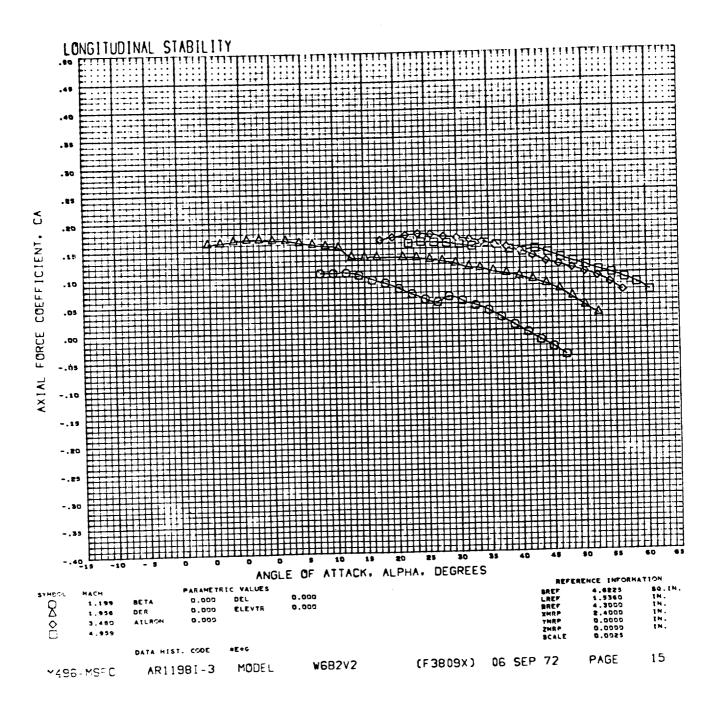
•••

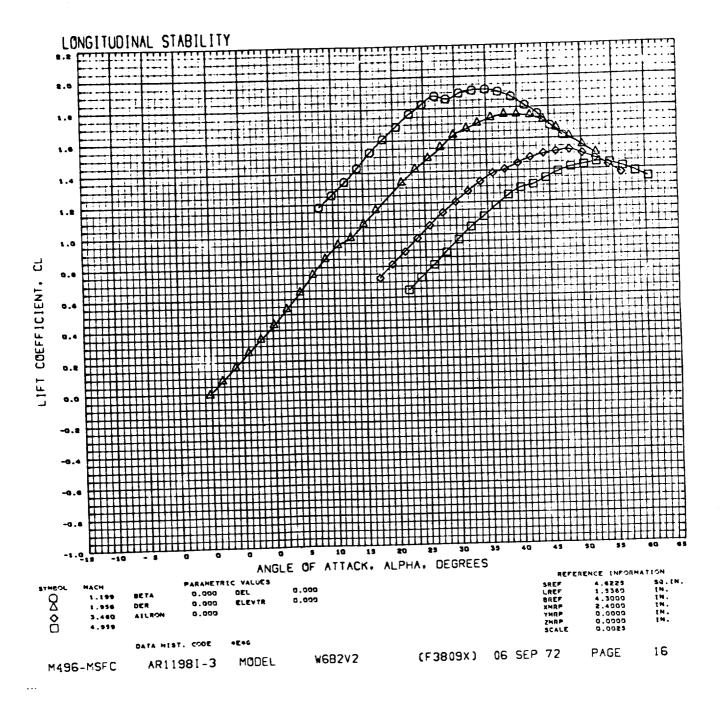


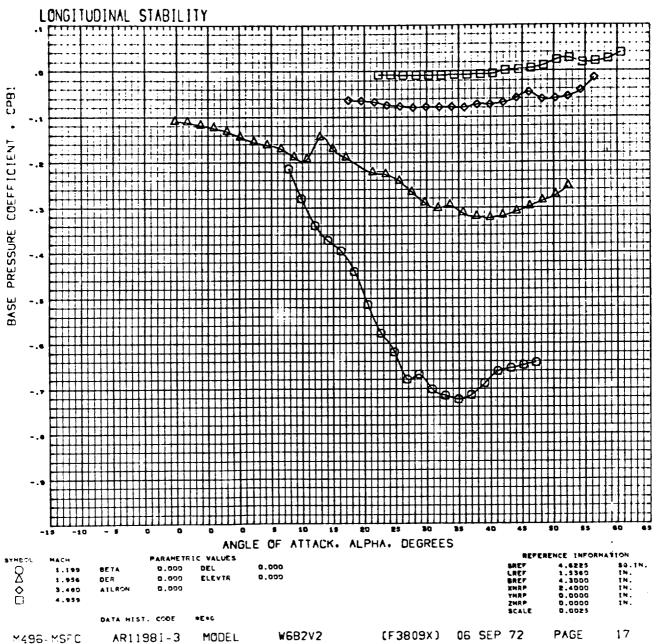
•••

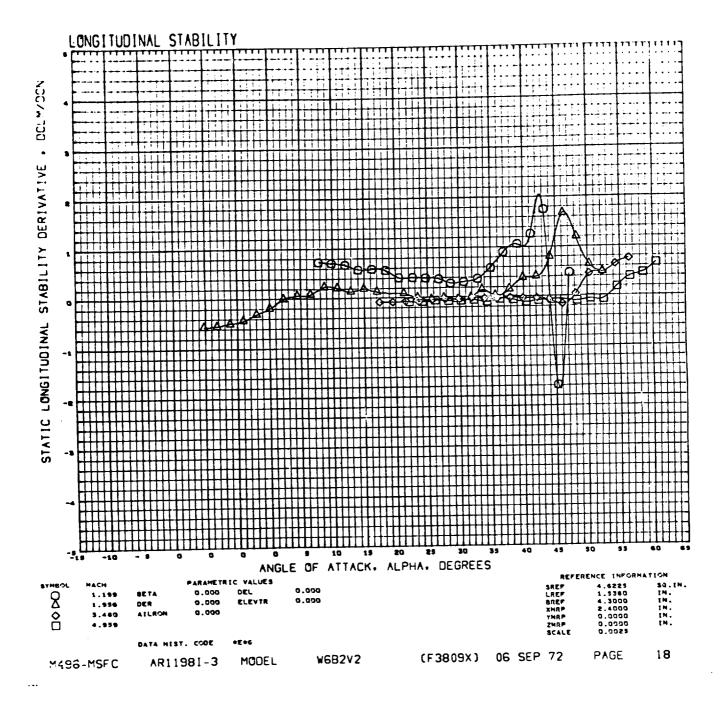


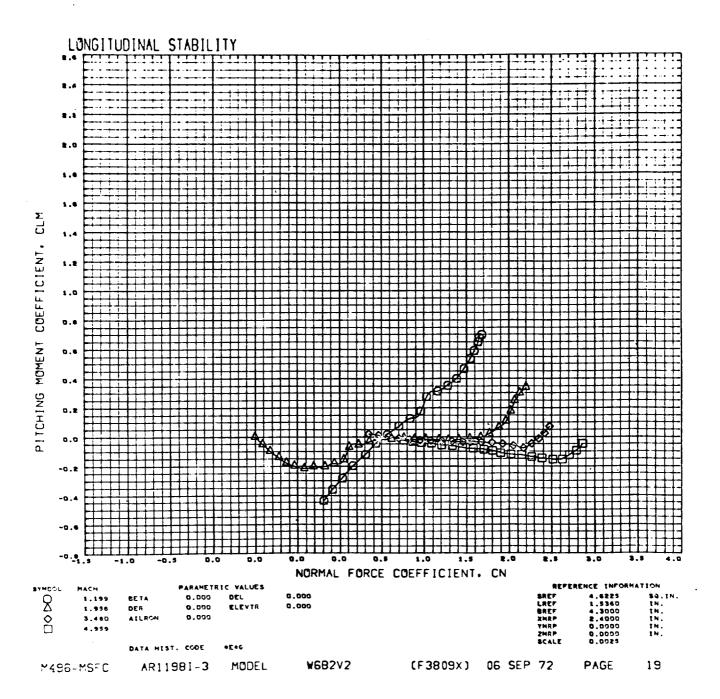


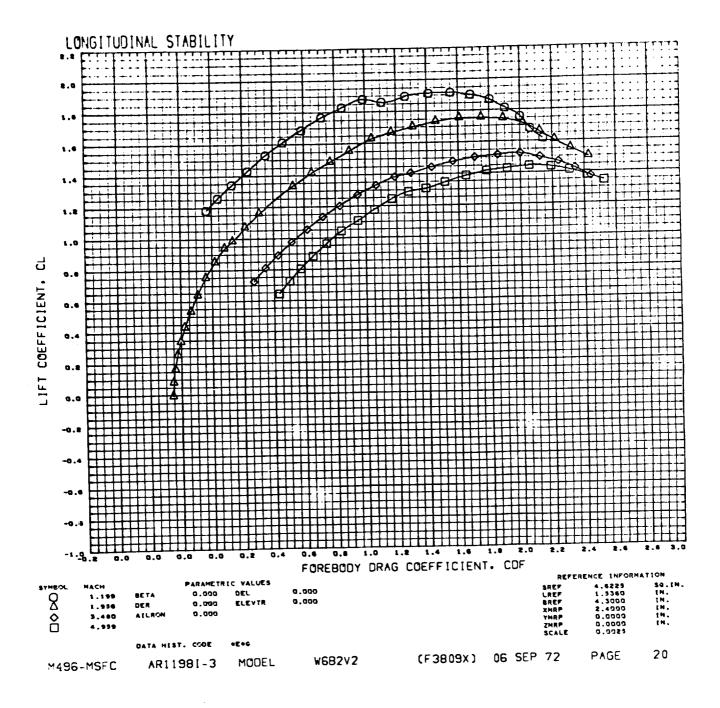


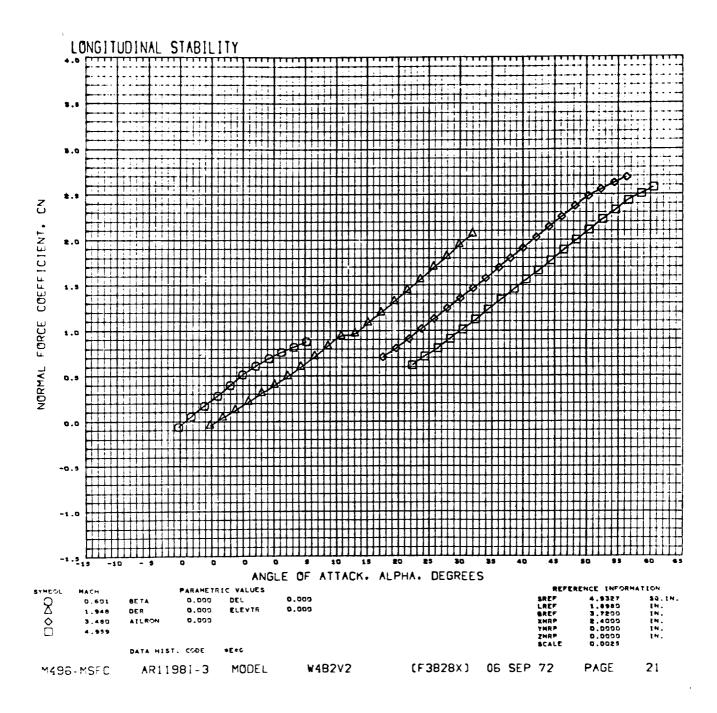


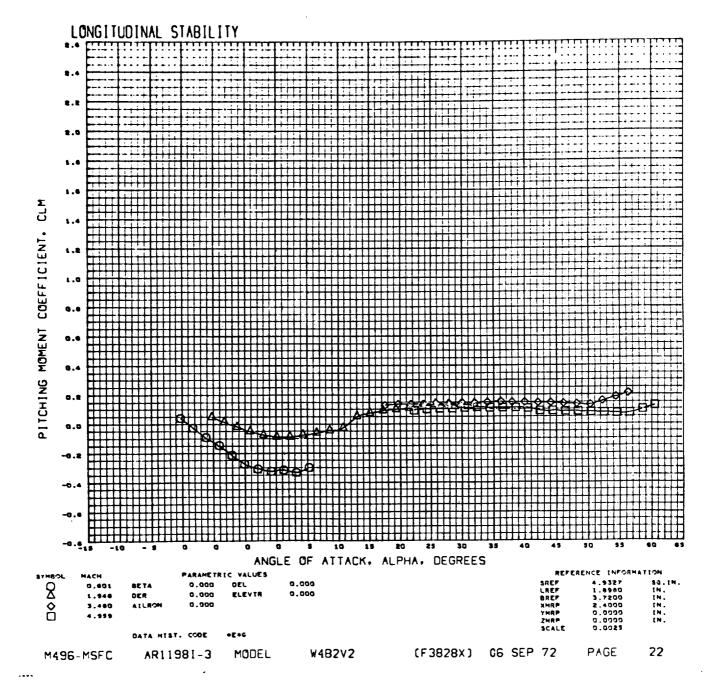


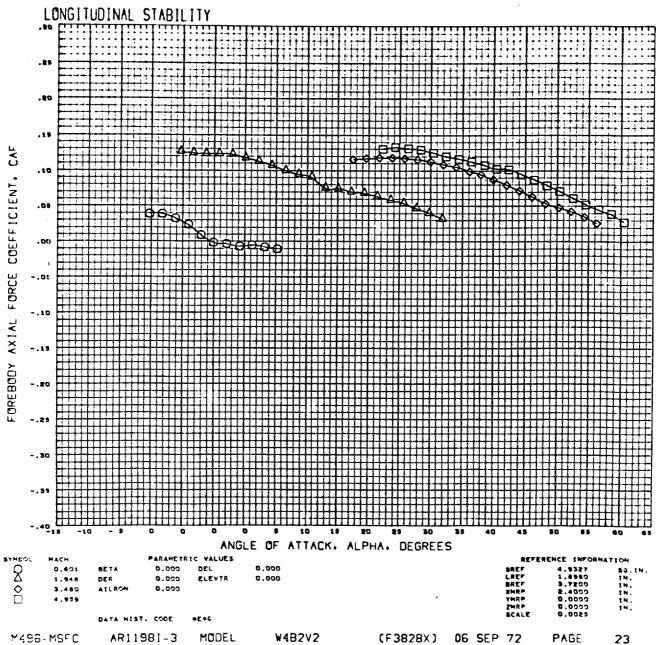


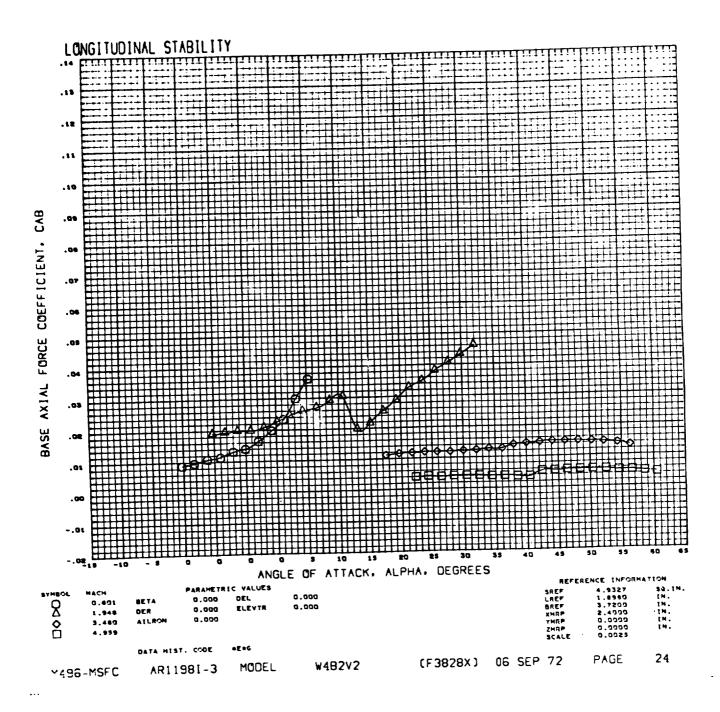


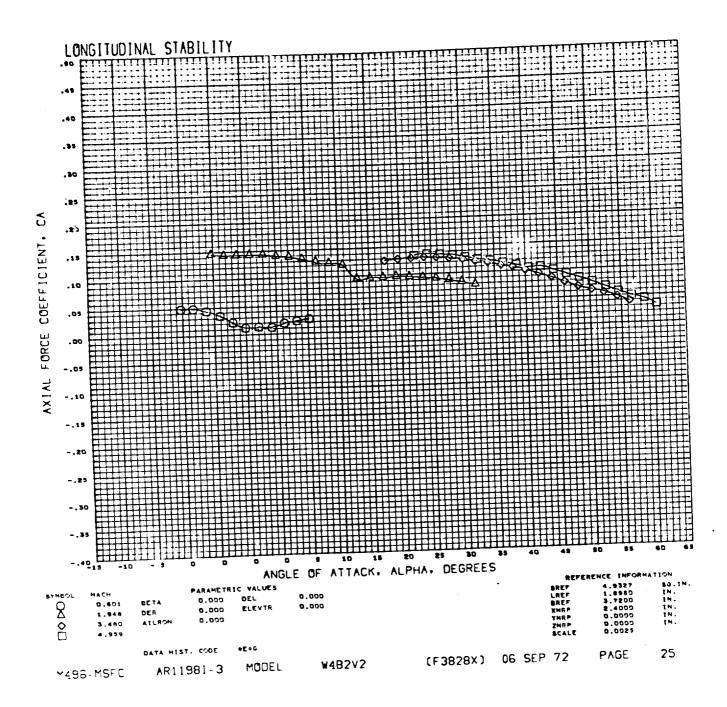


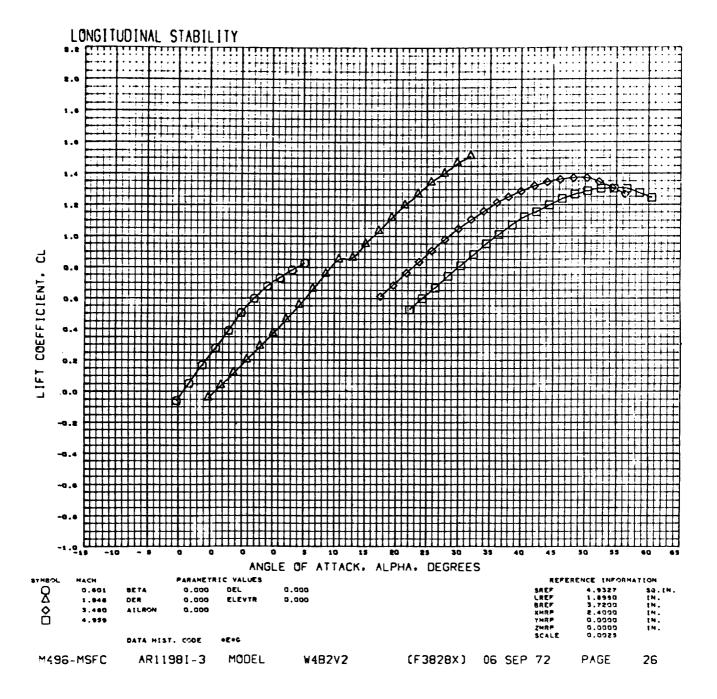


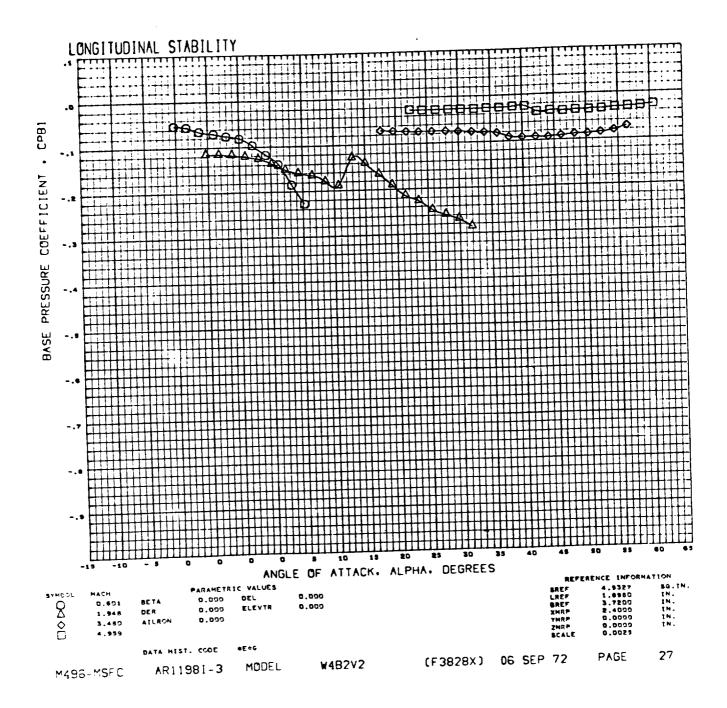


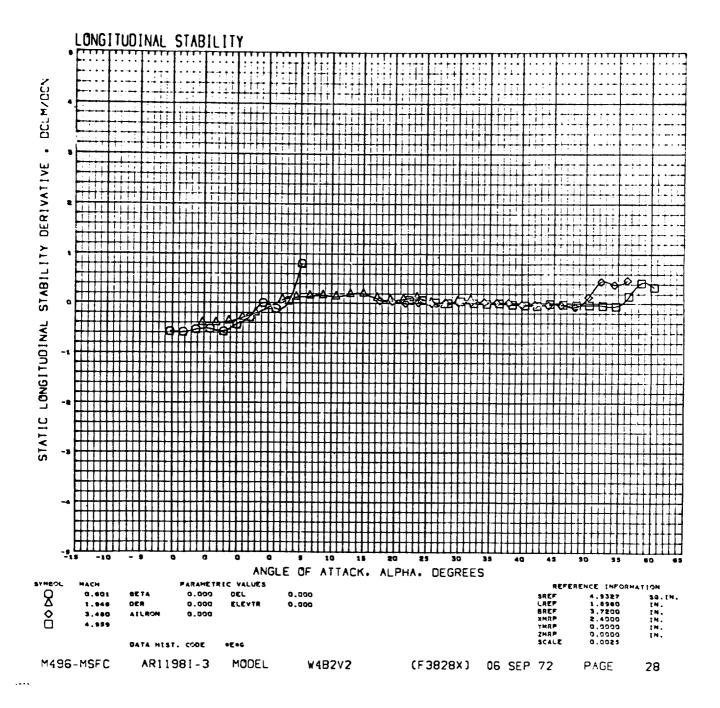




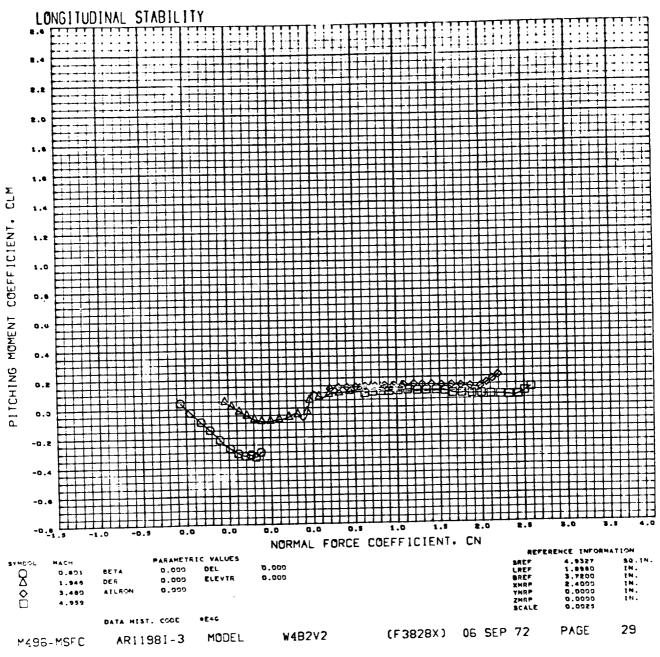




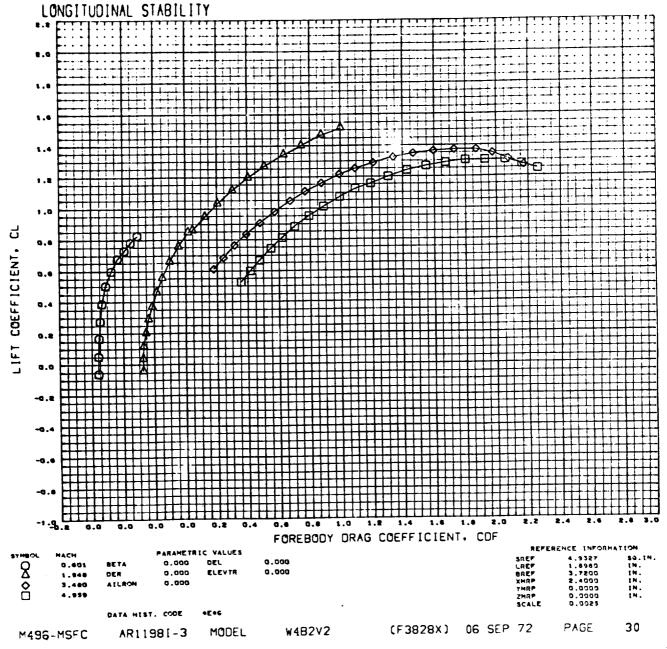




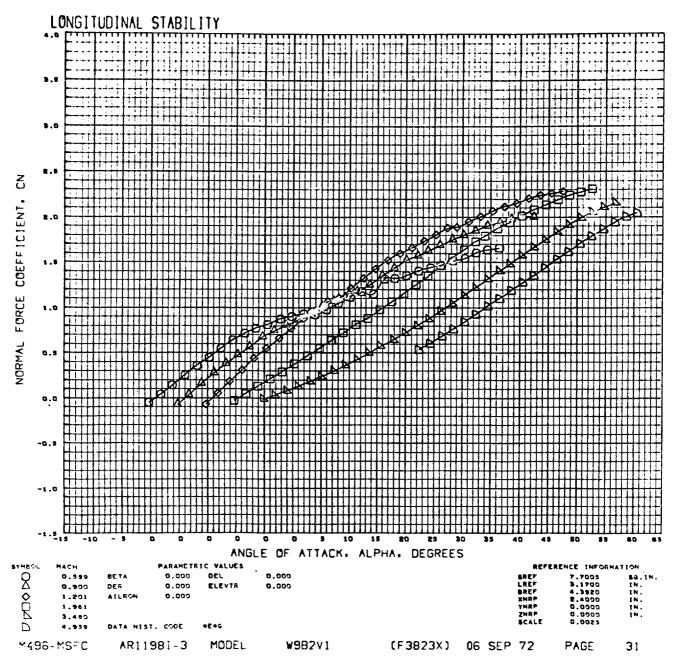
•



••

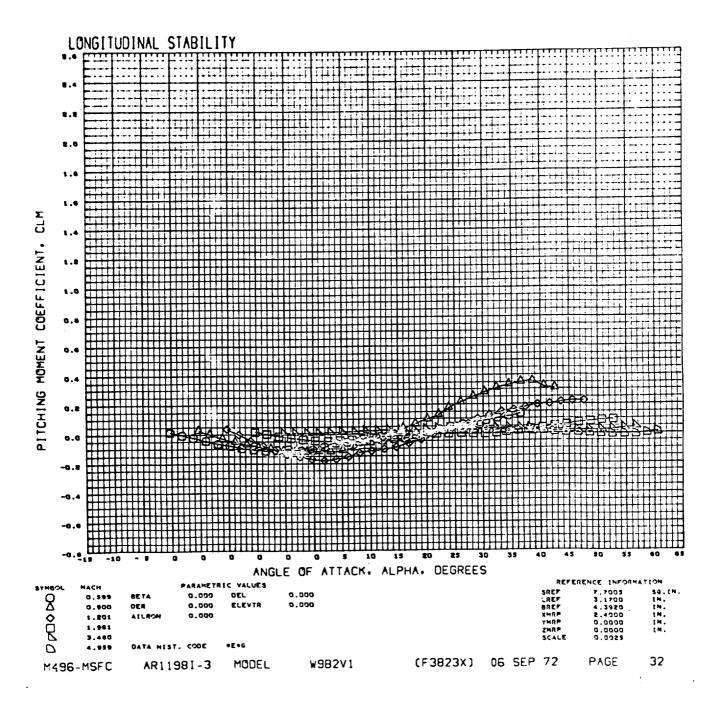


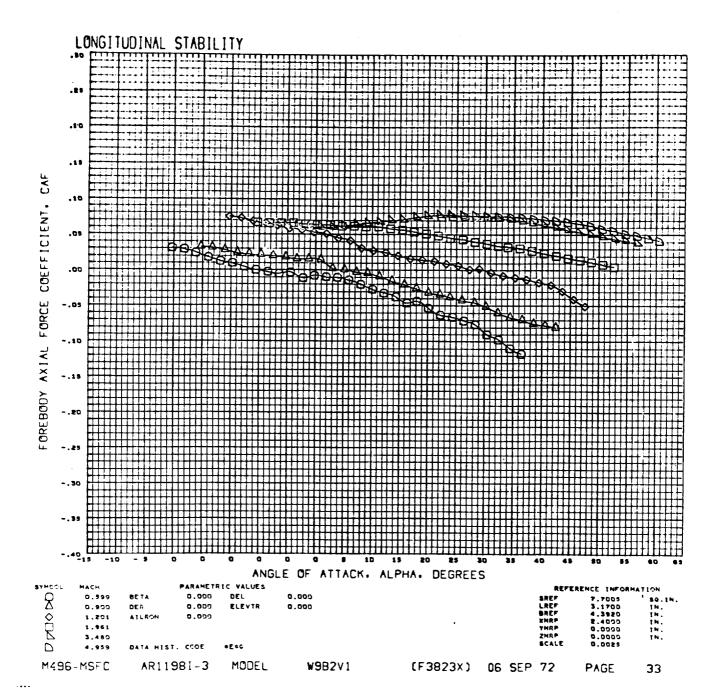
•••

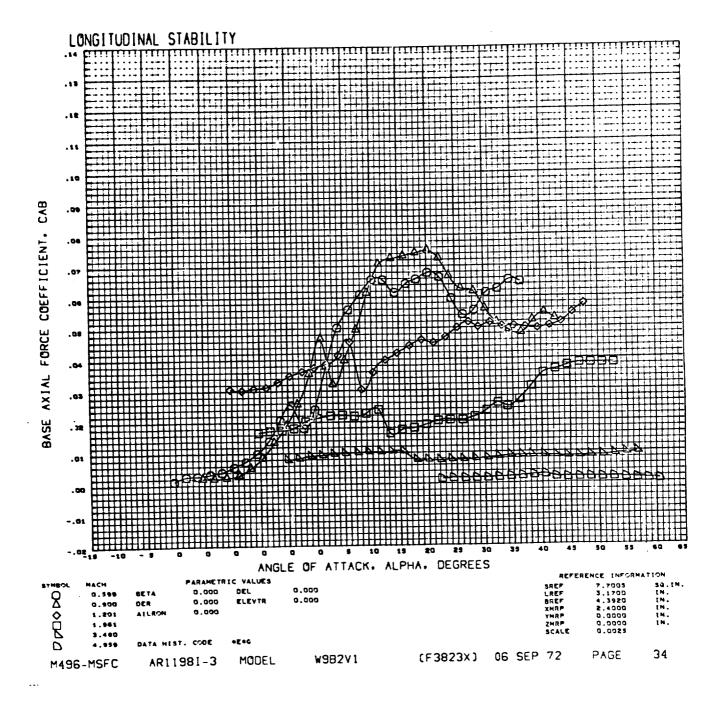


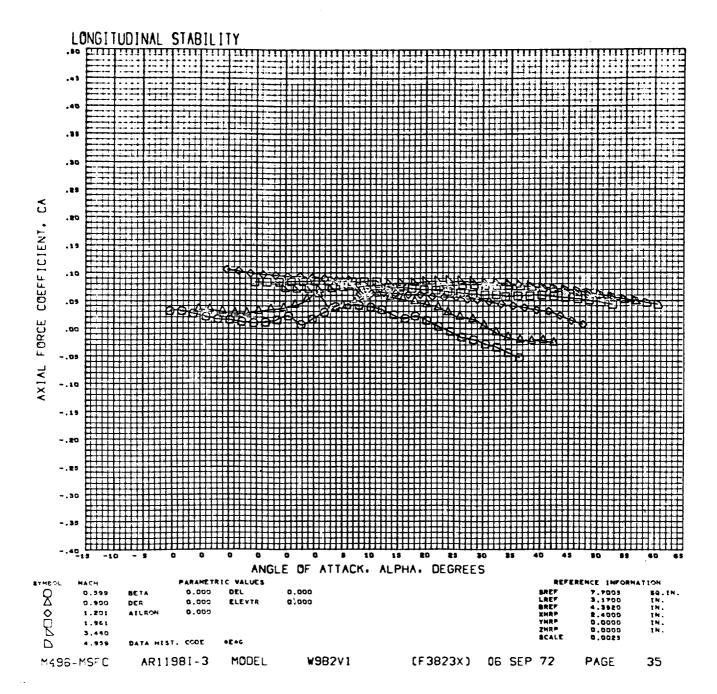
)

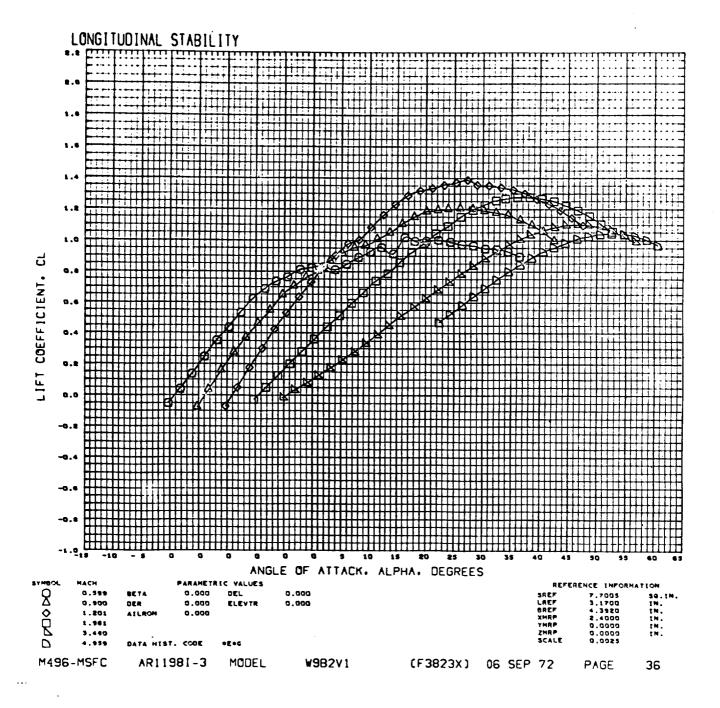
. . .

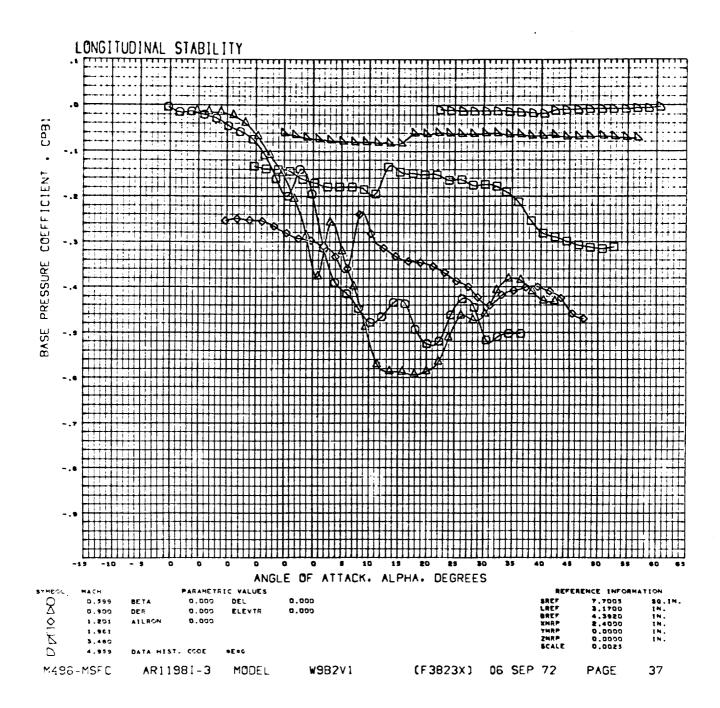


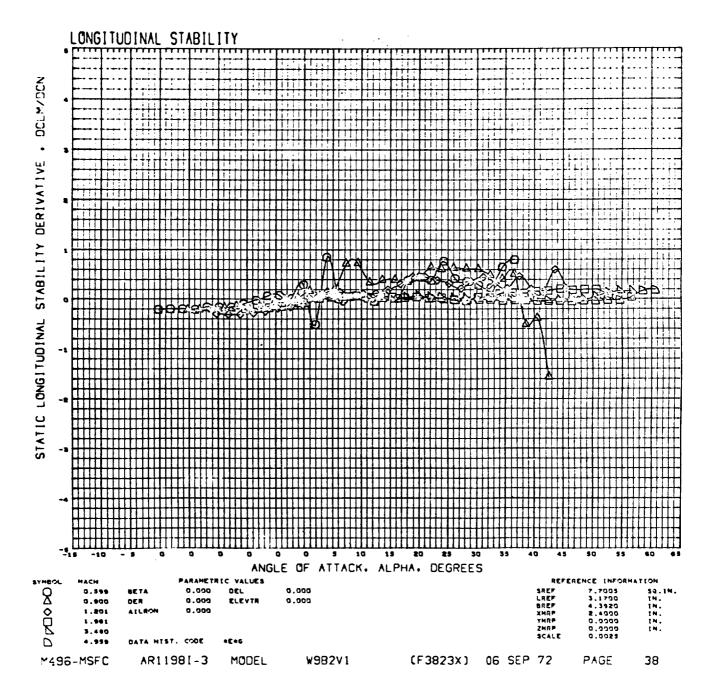


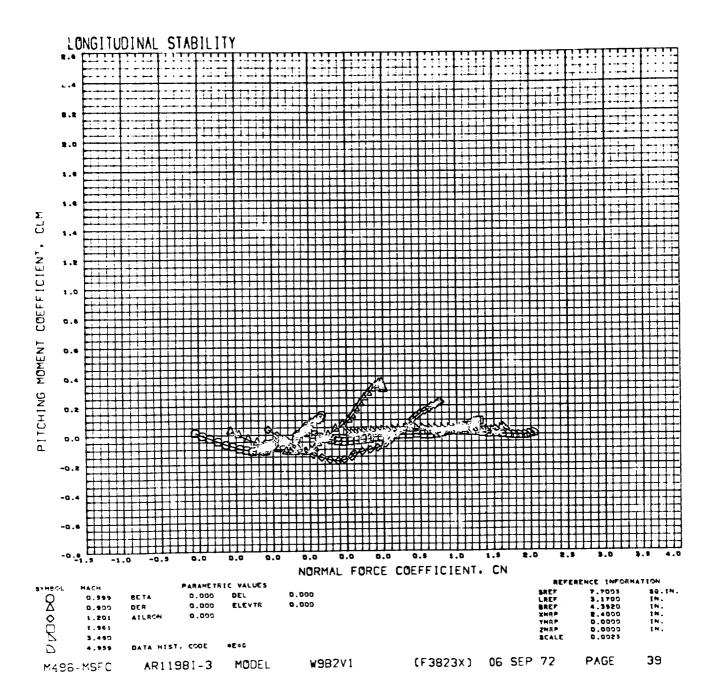


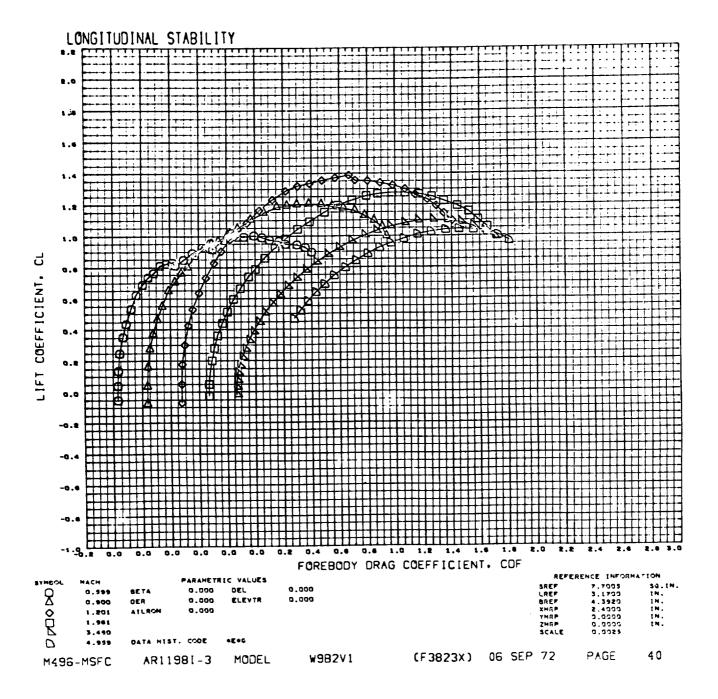


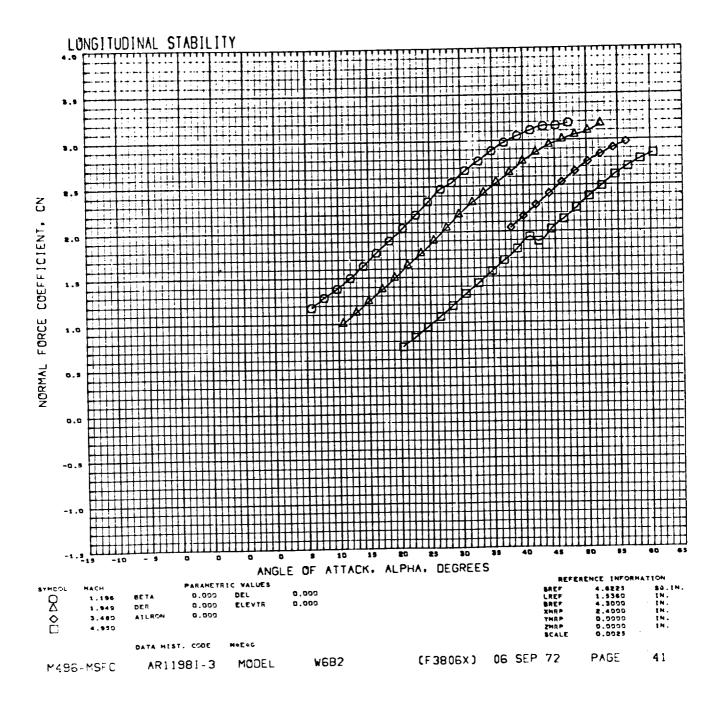


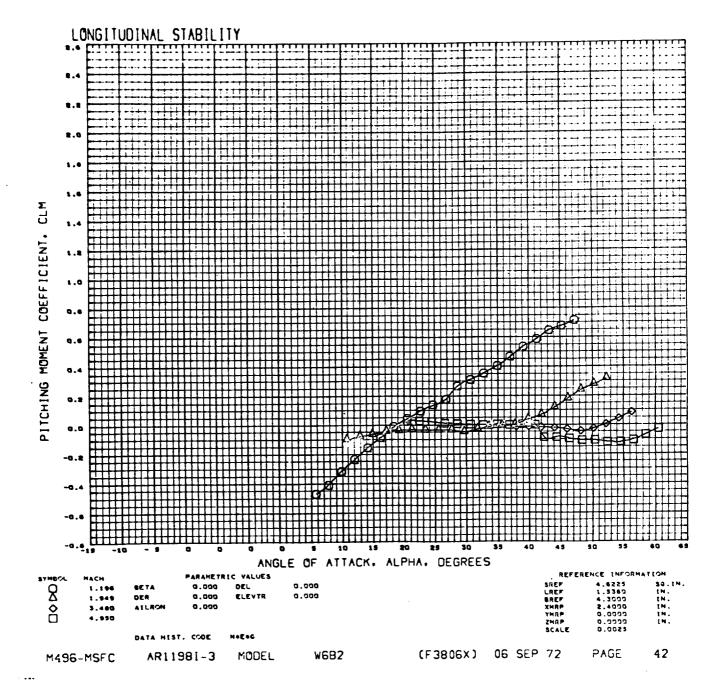


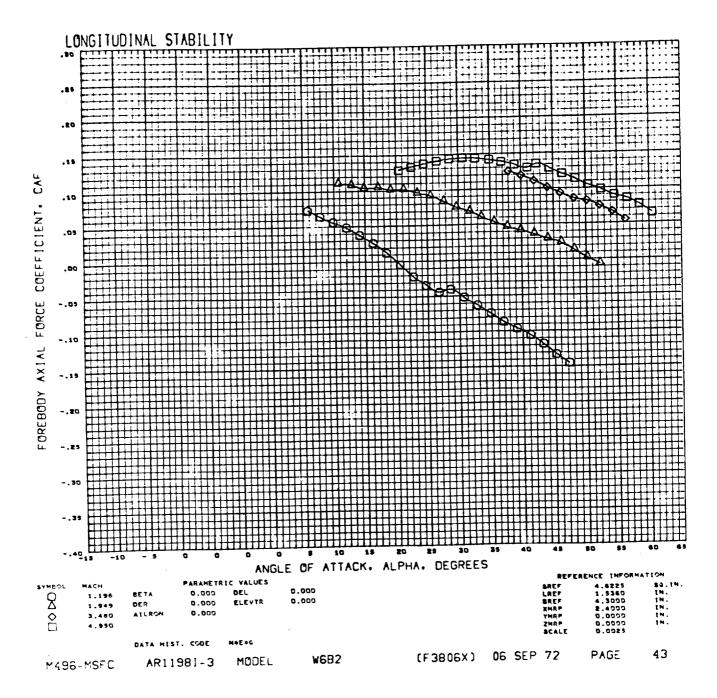


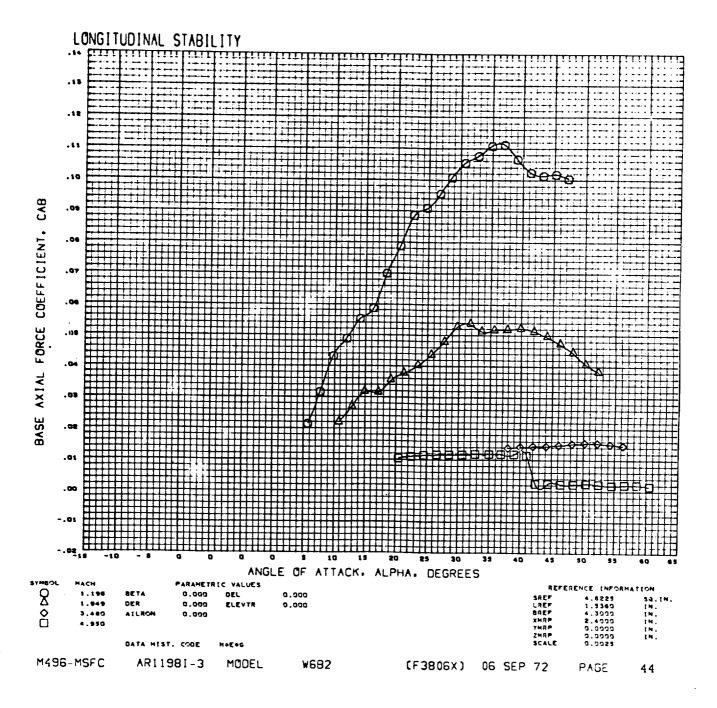


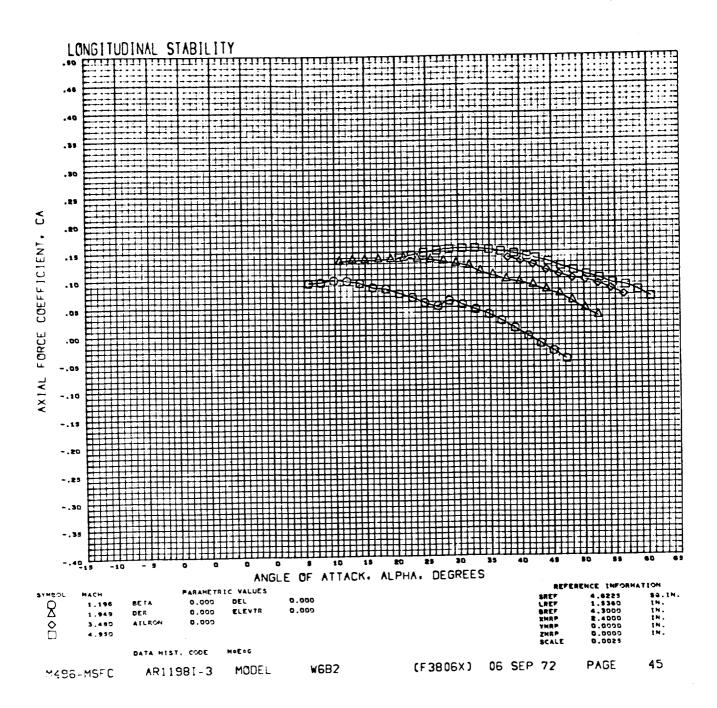


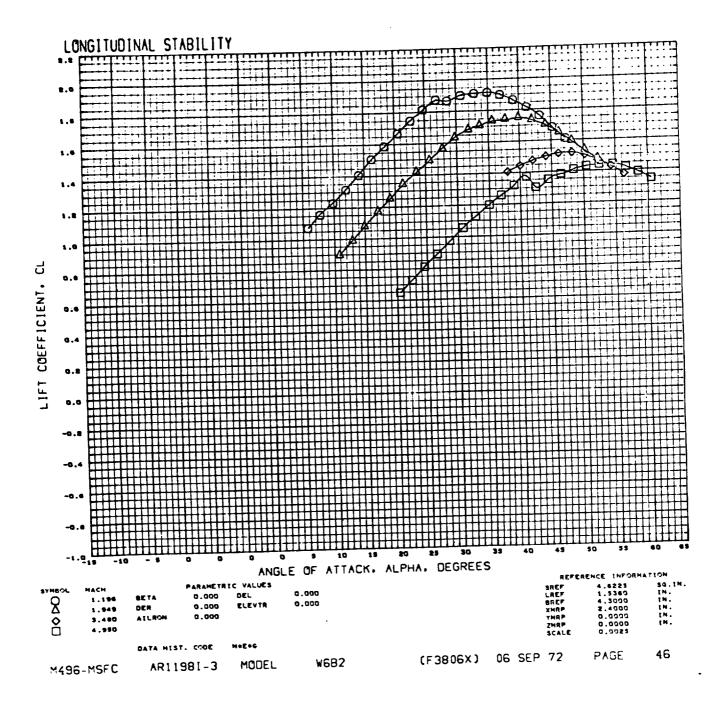


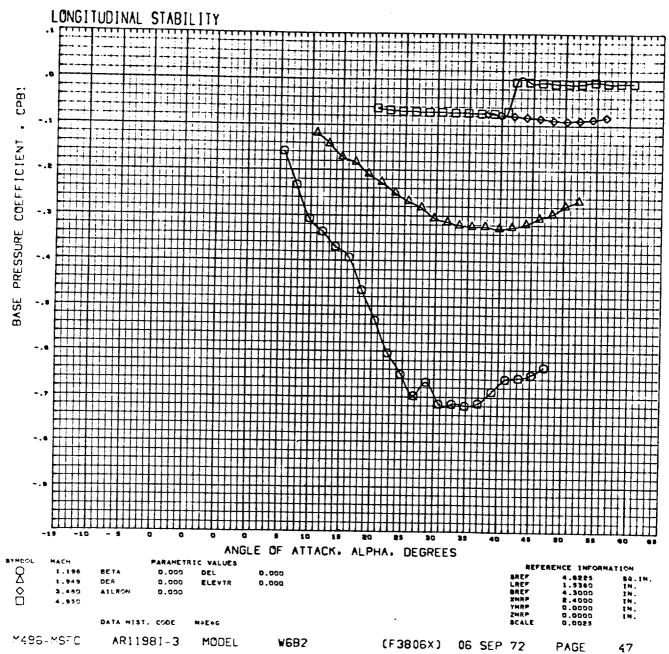




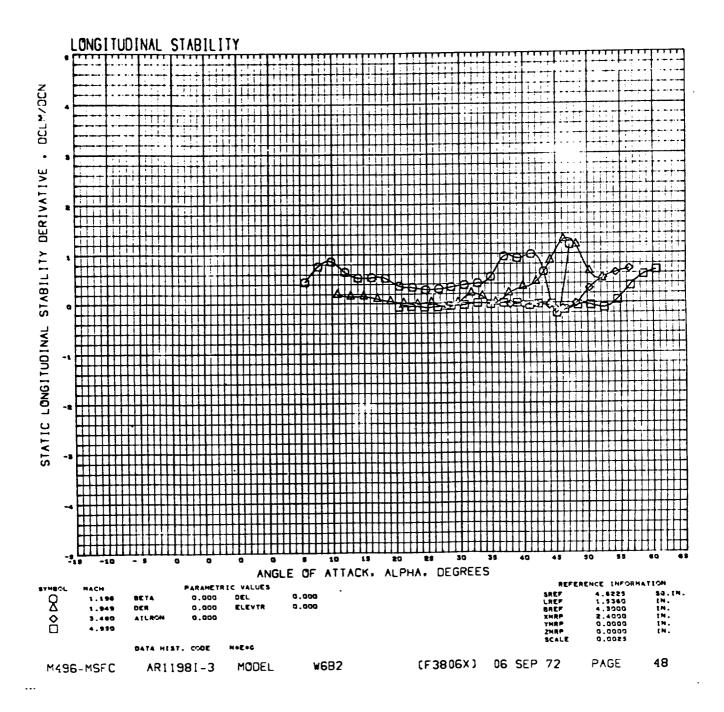




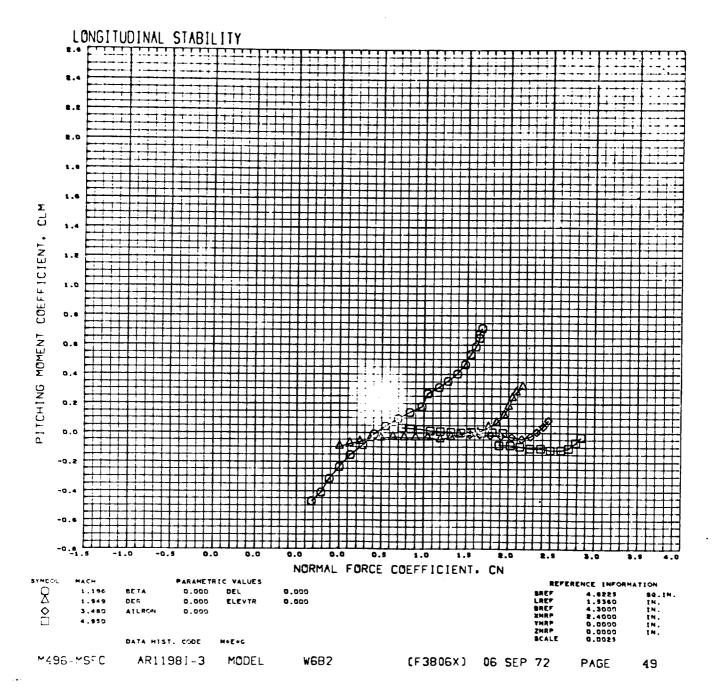


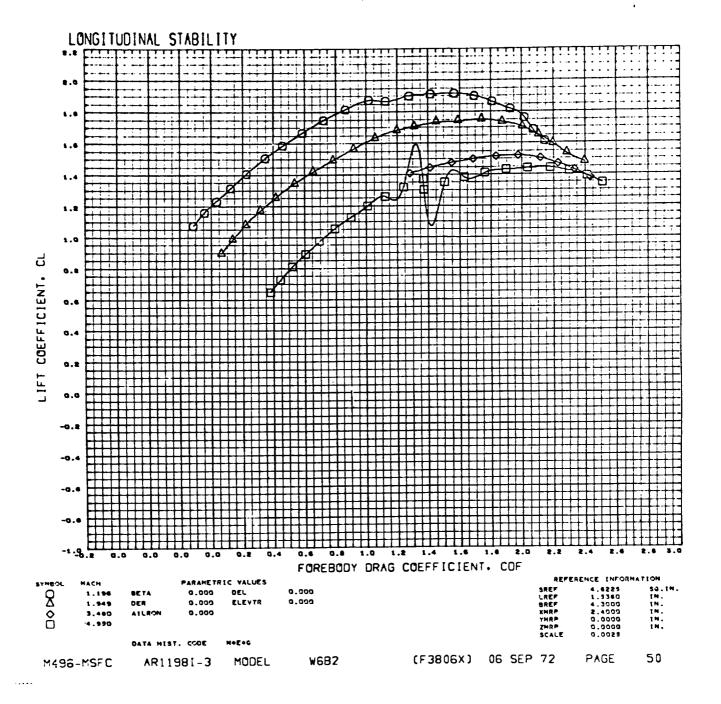


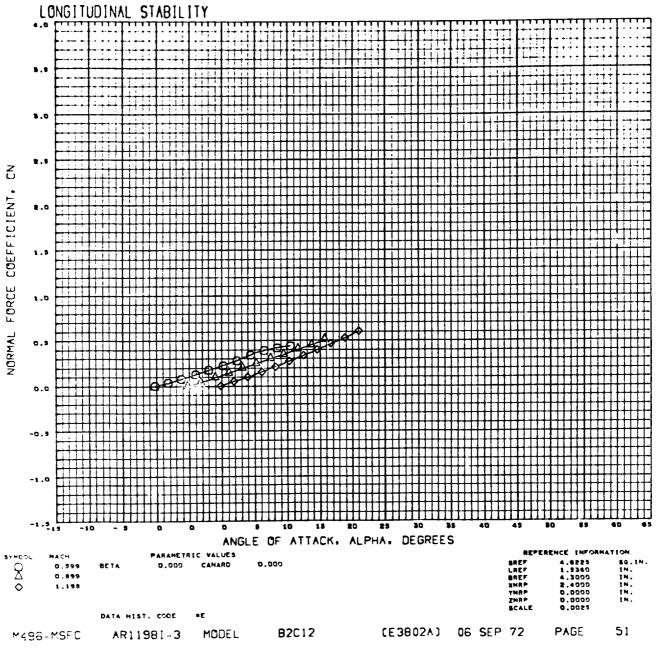
. . . .



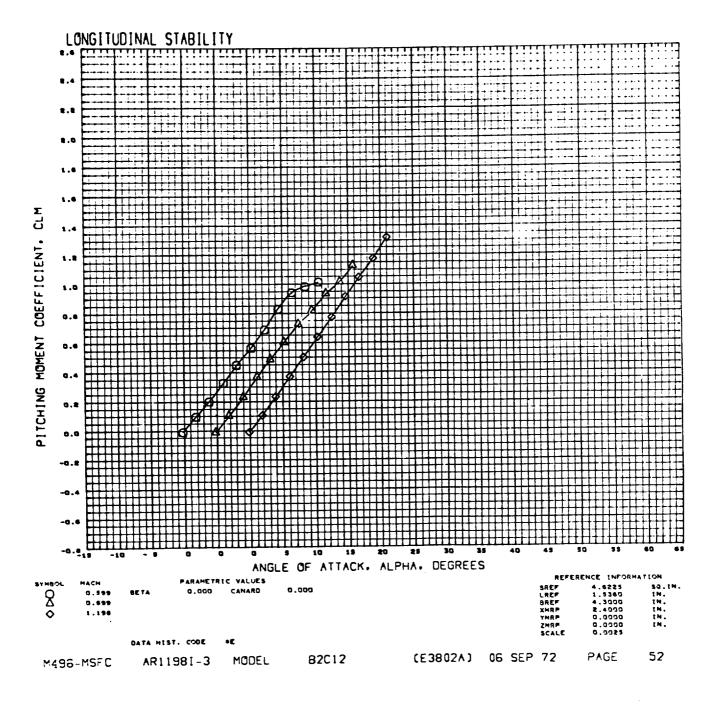
)



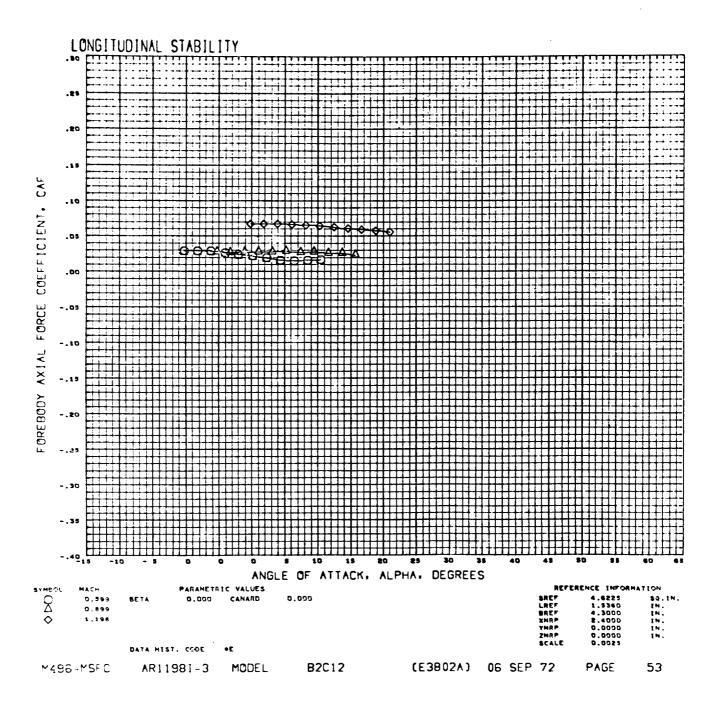


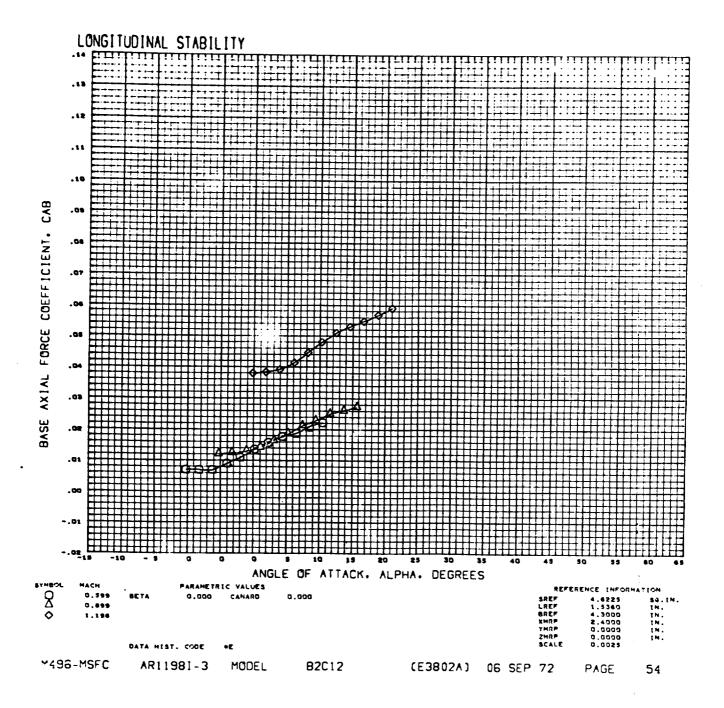


. .

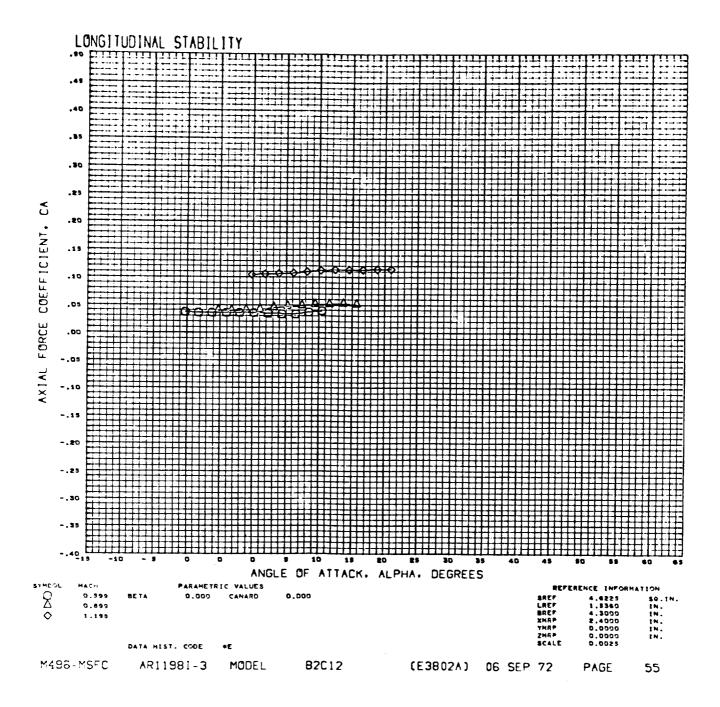


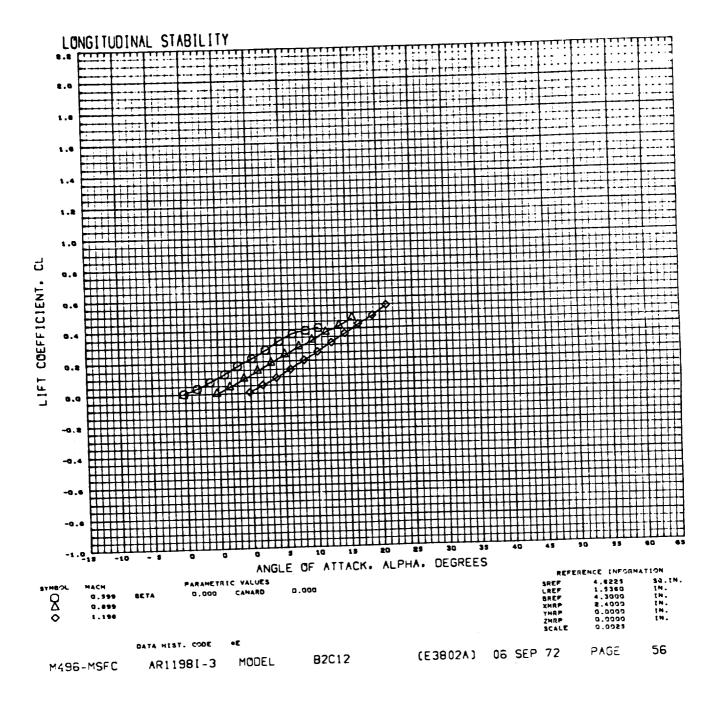
-{

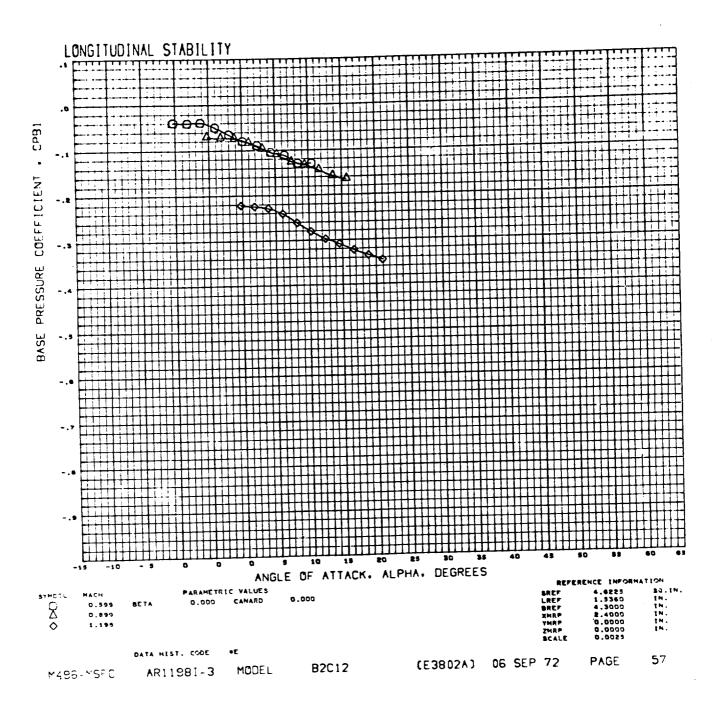


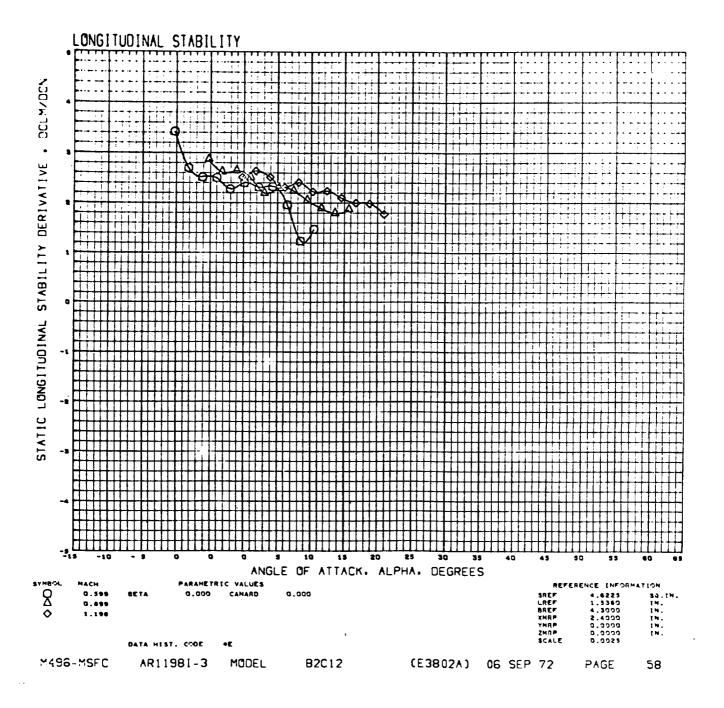




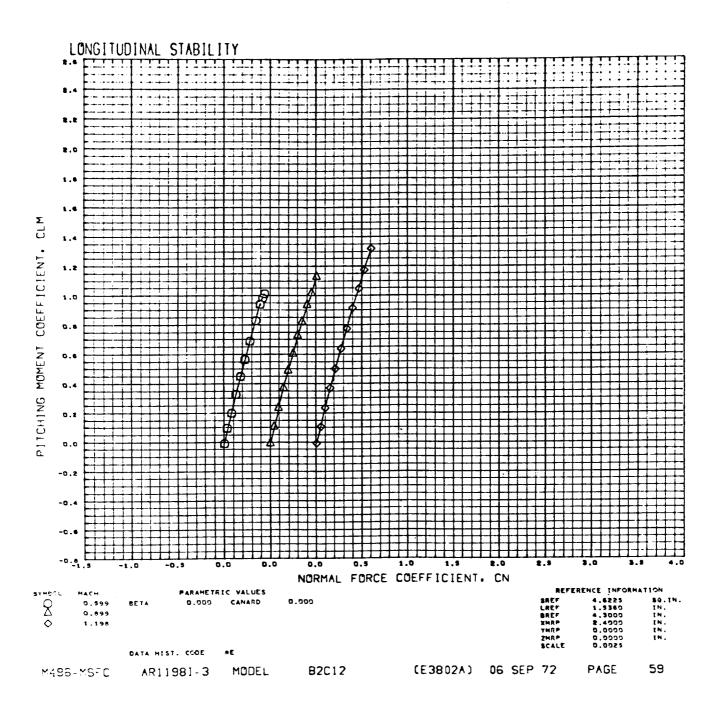


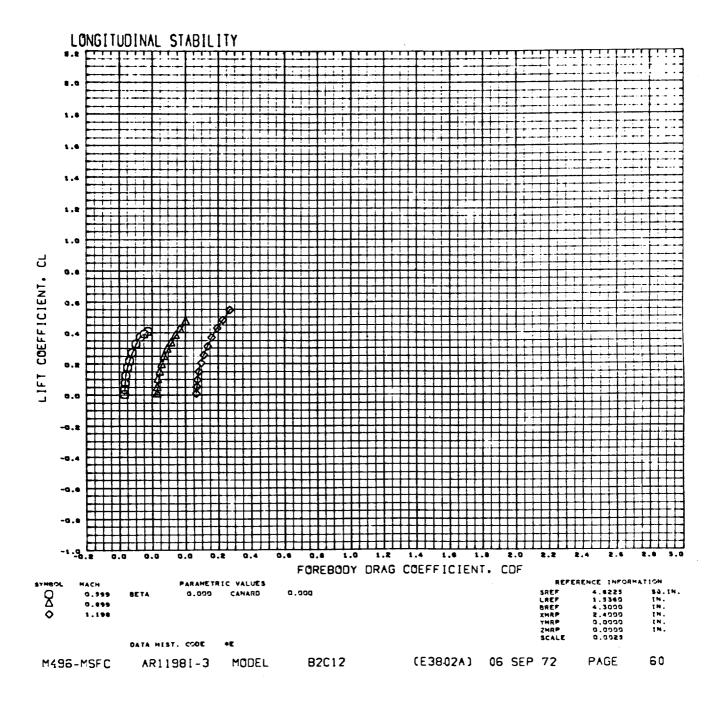




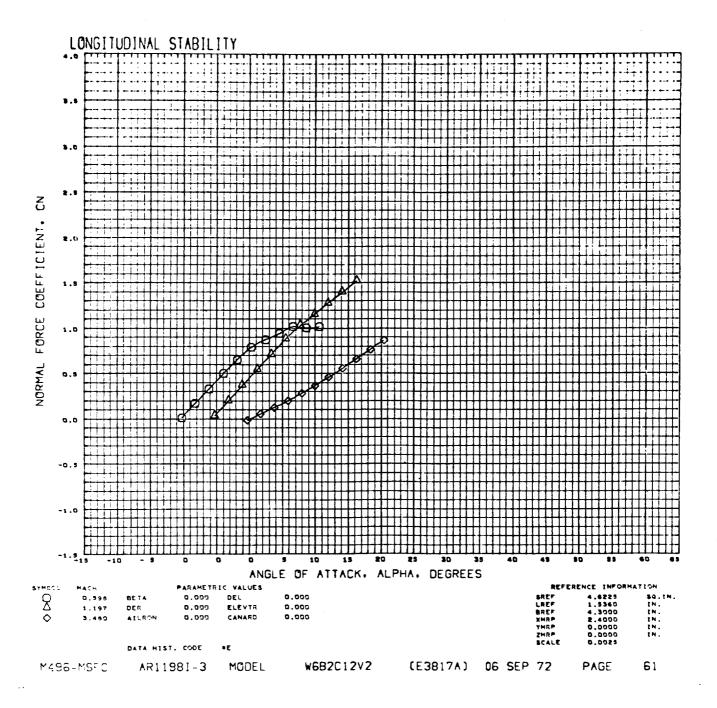


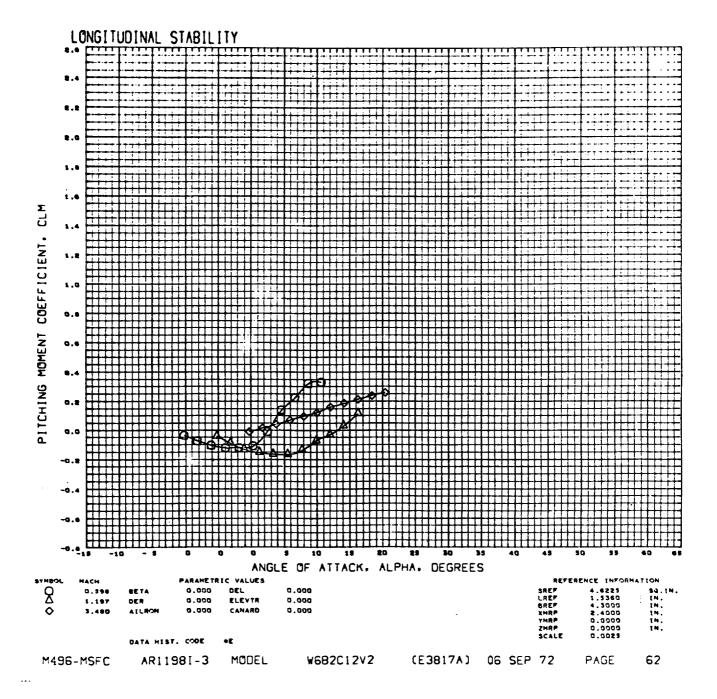
(

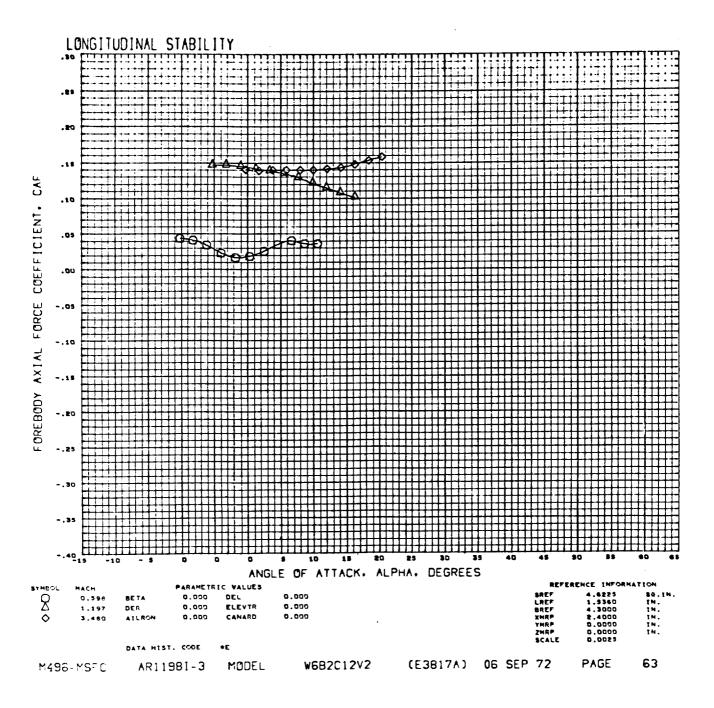




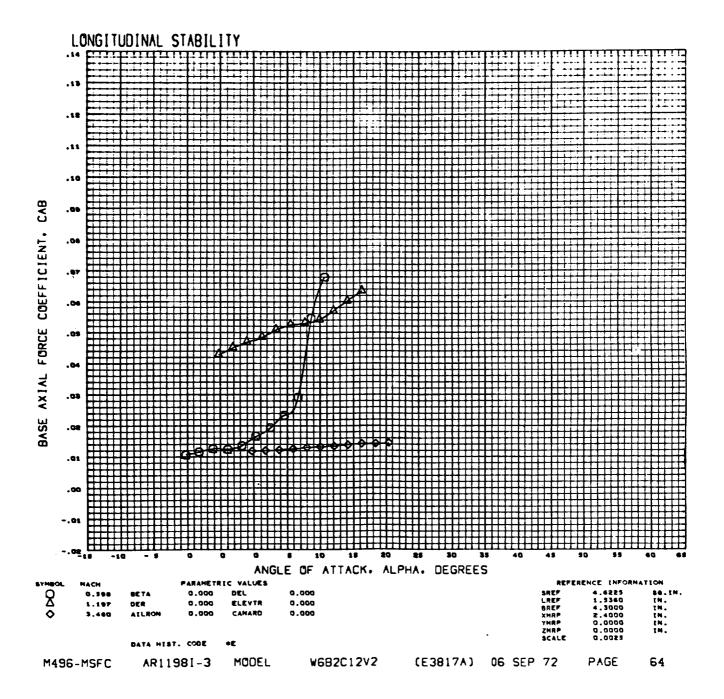


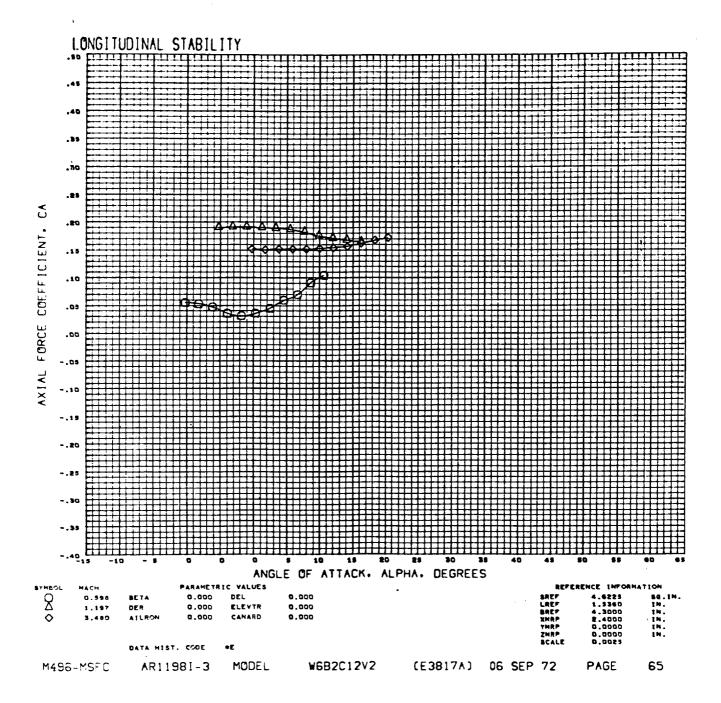


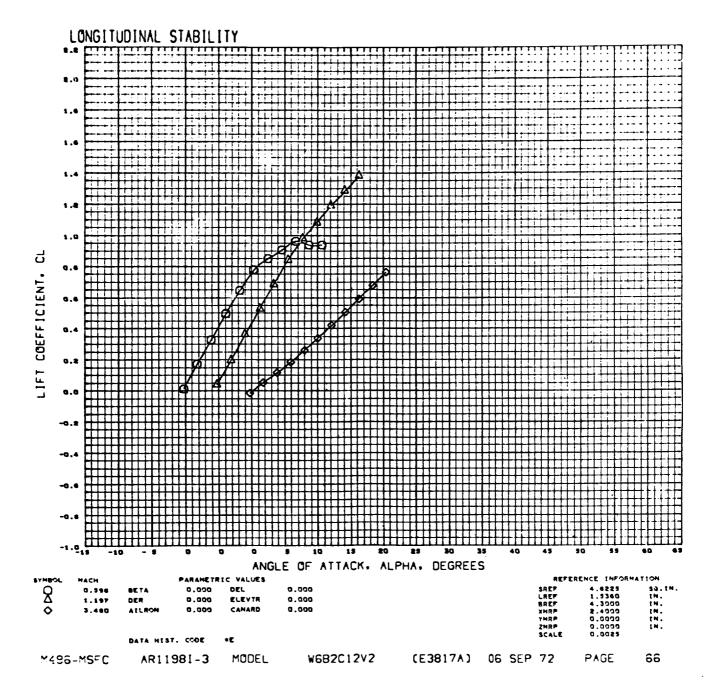


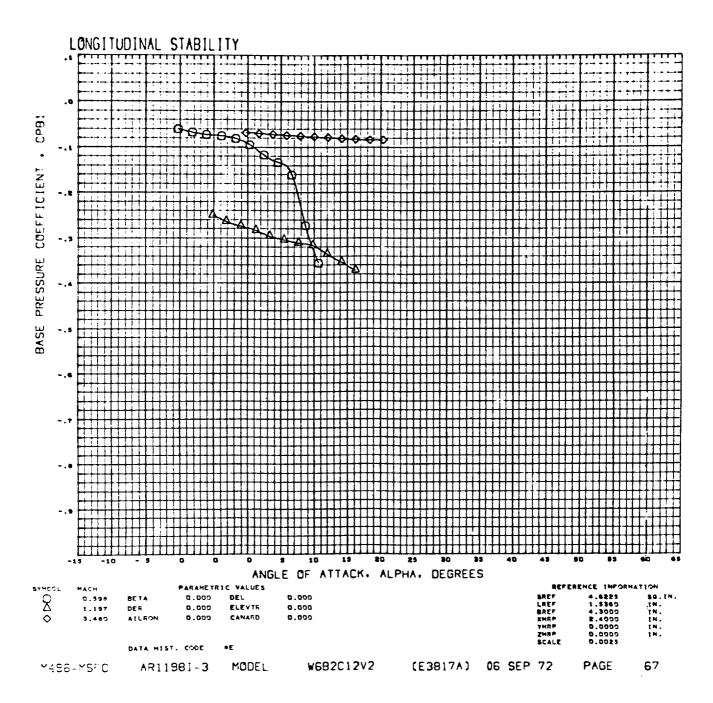


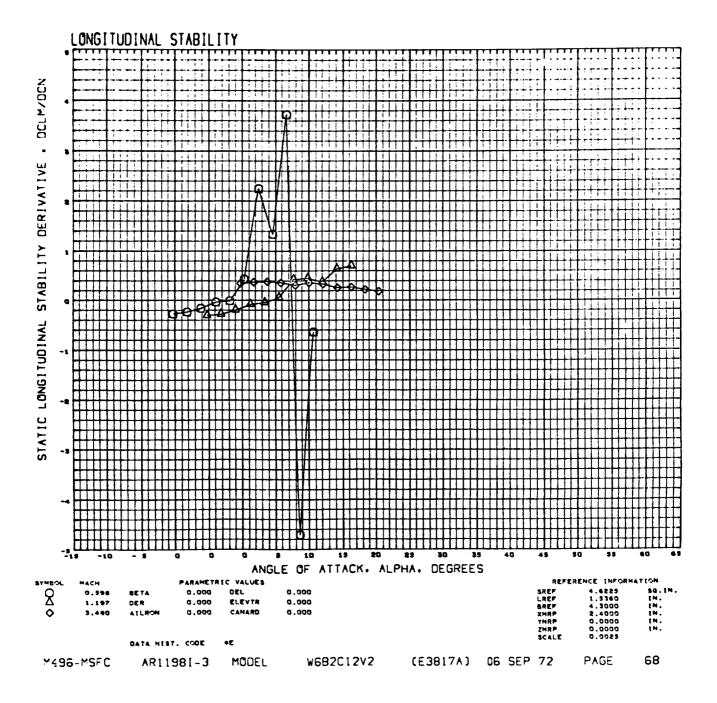
}

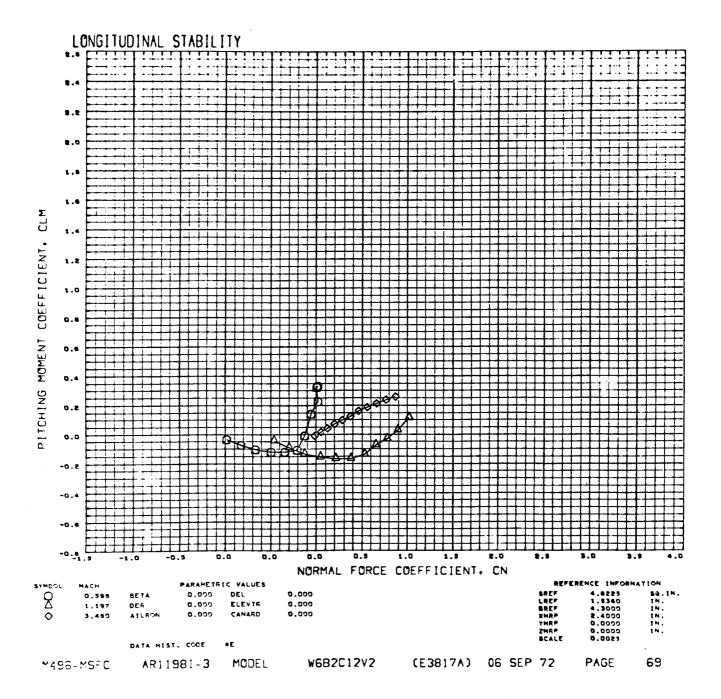


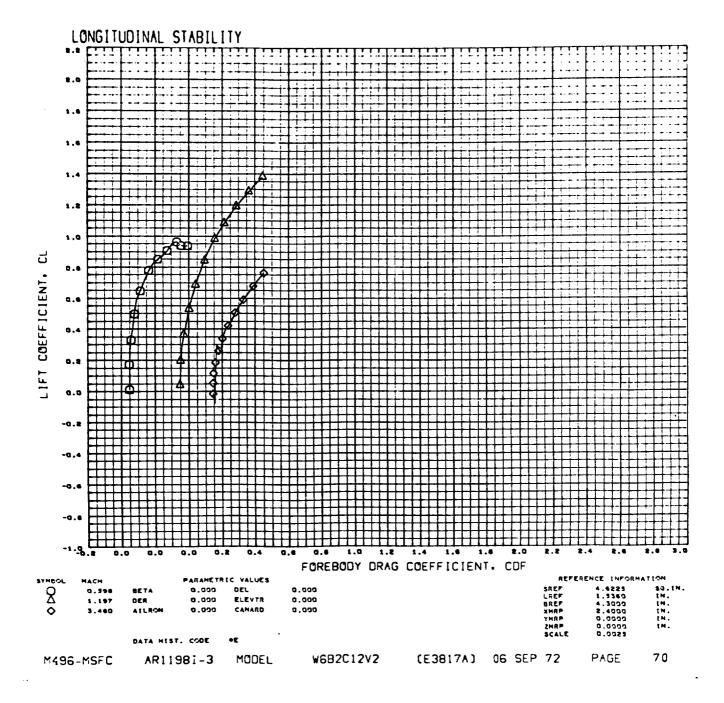




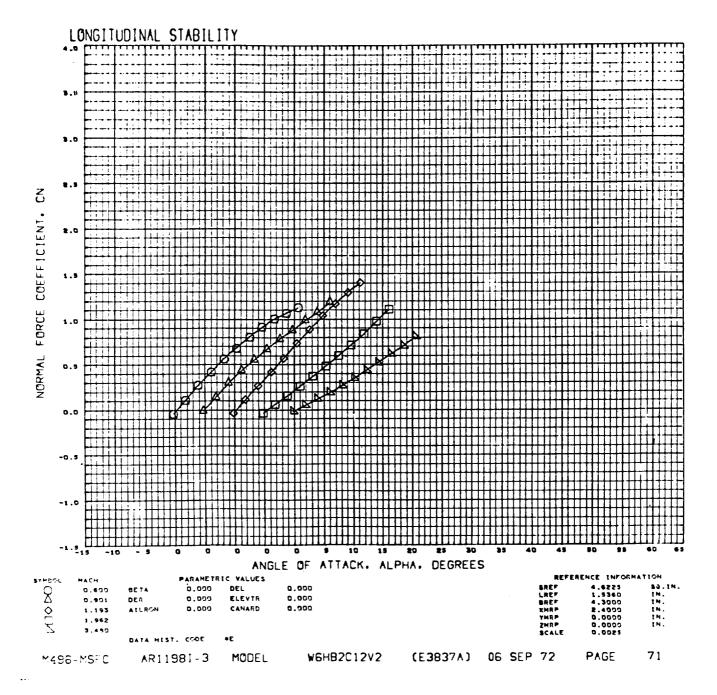


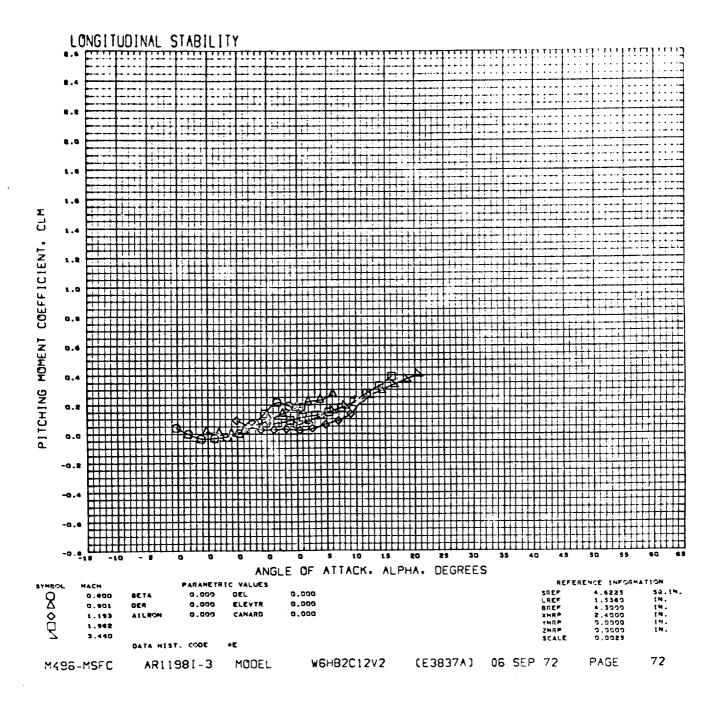




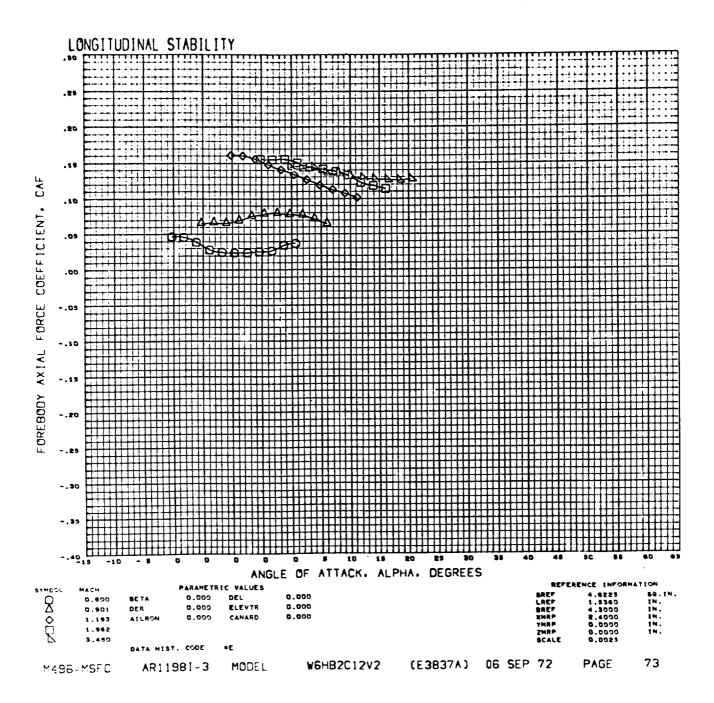


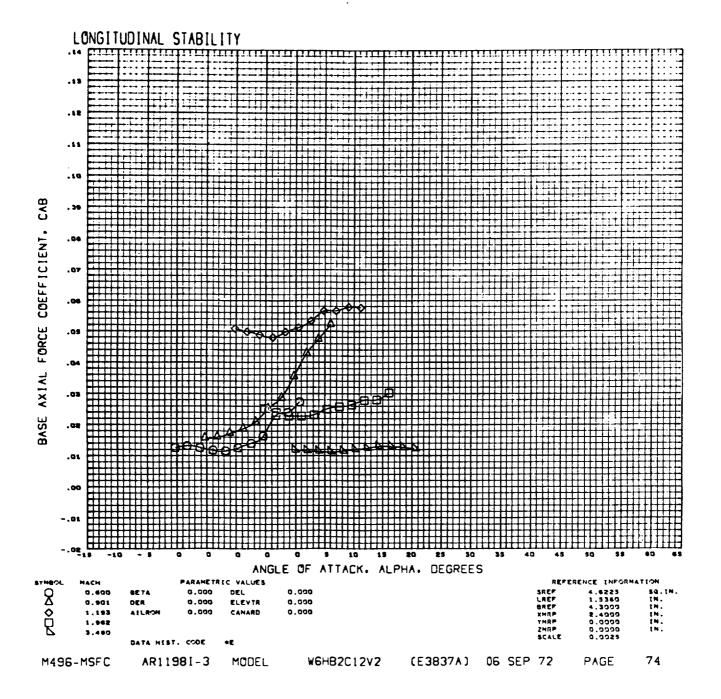
)

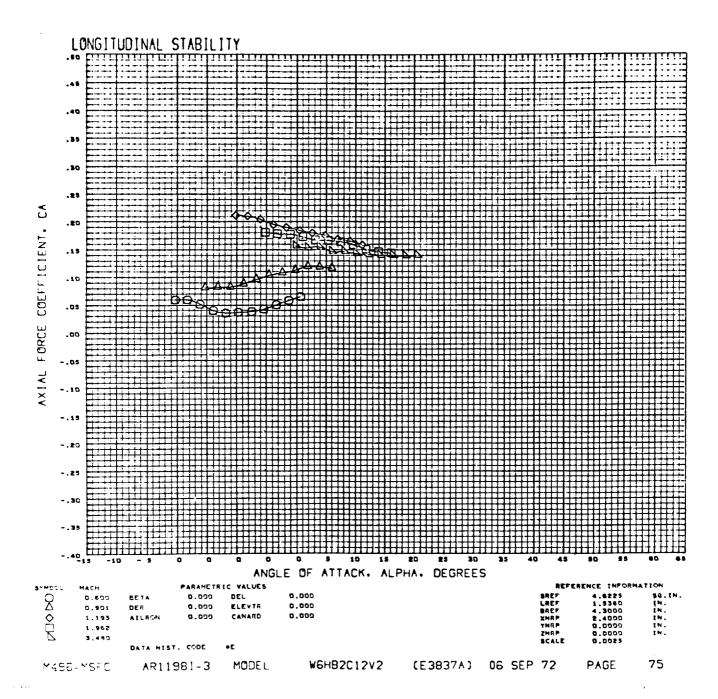


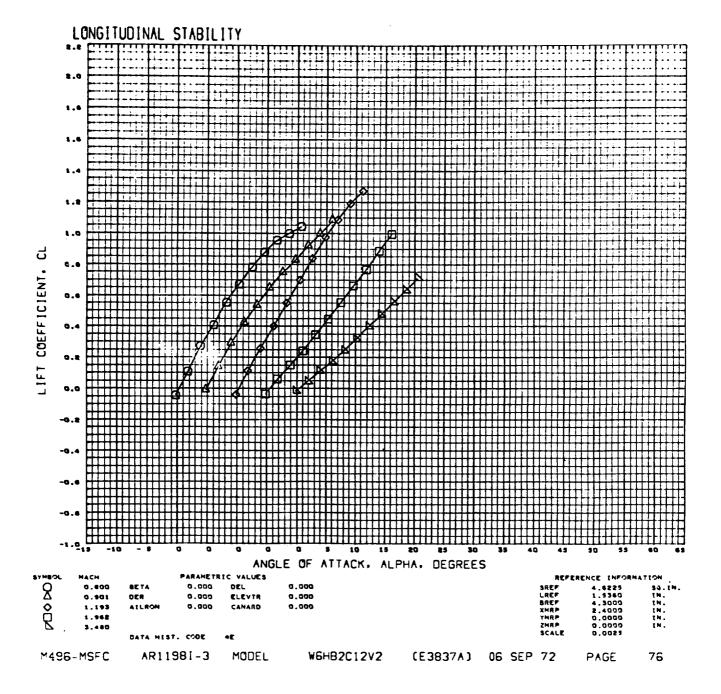


į

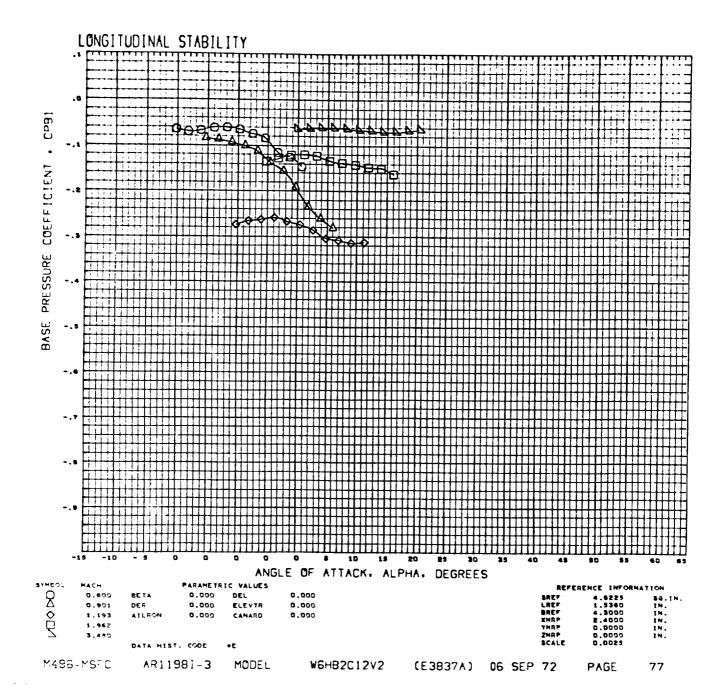


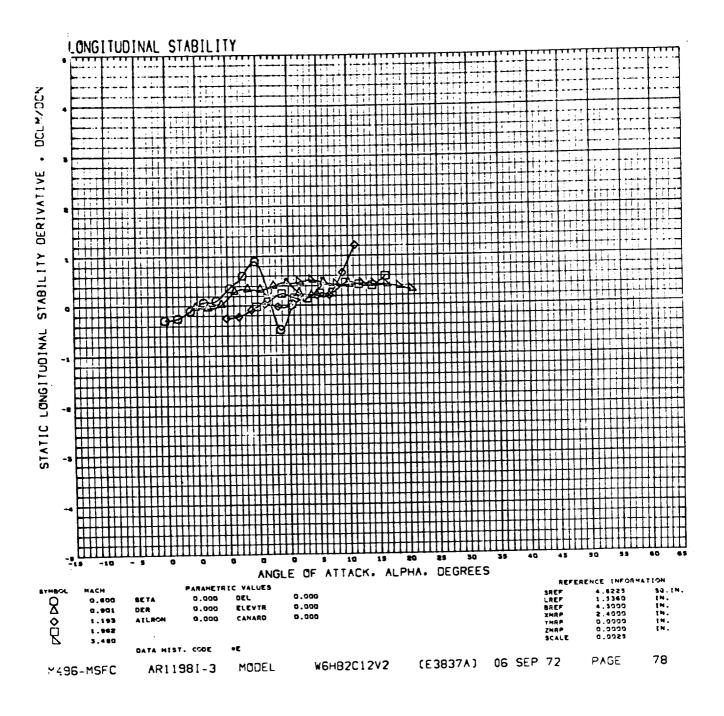




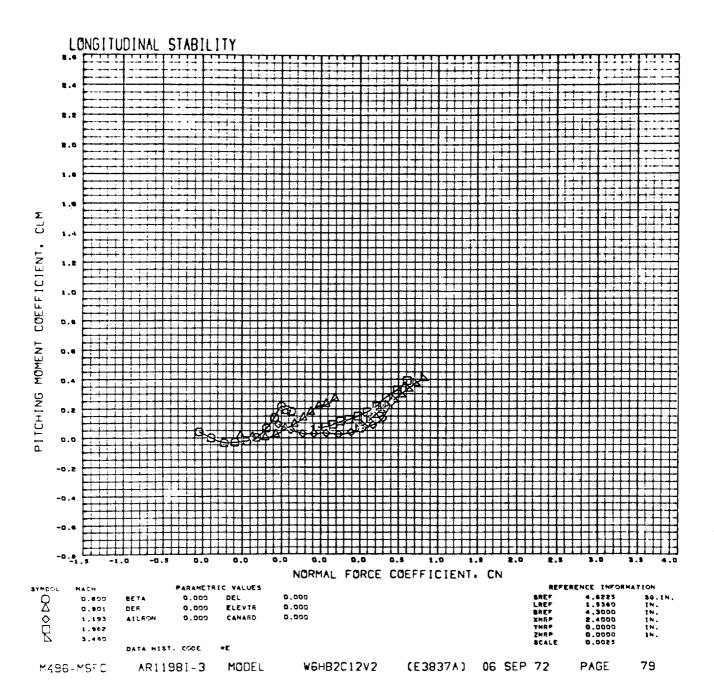


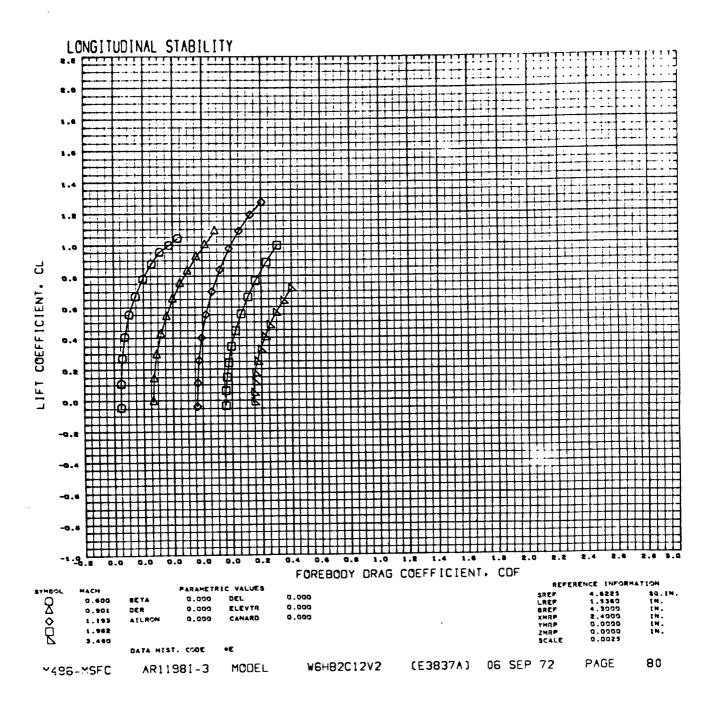
)

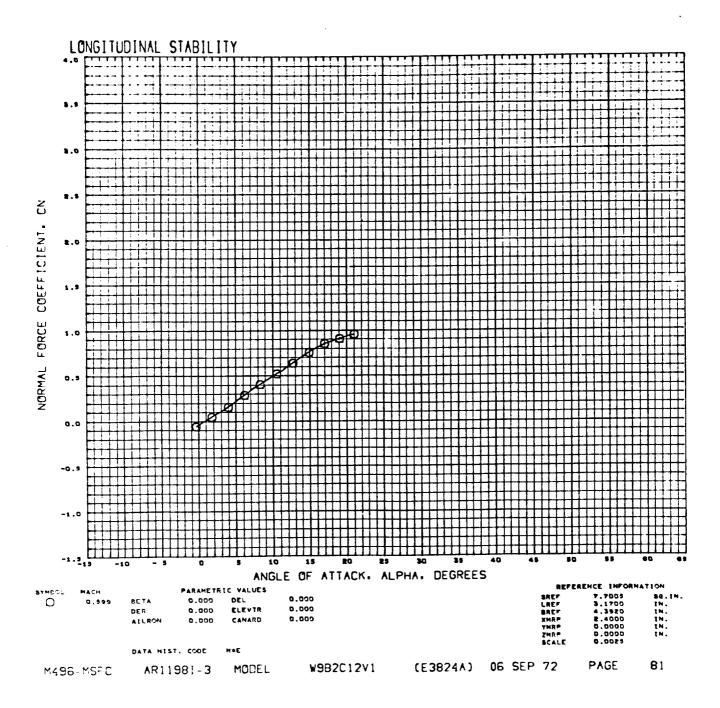




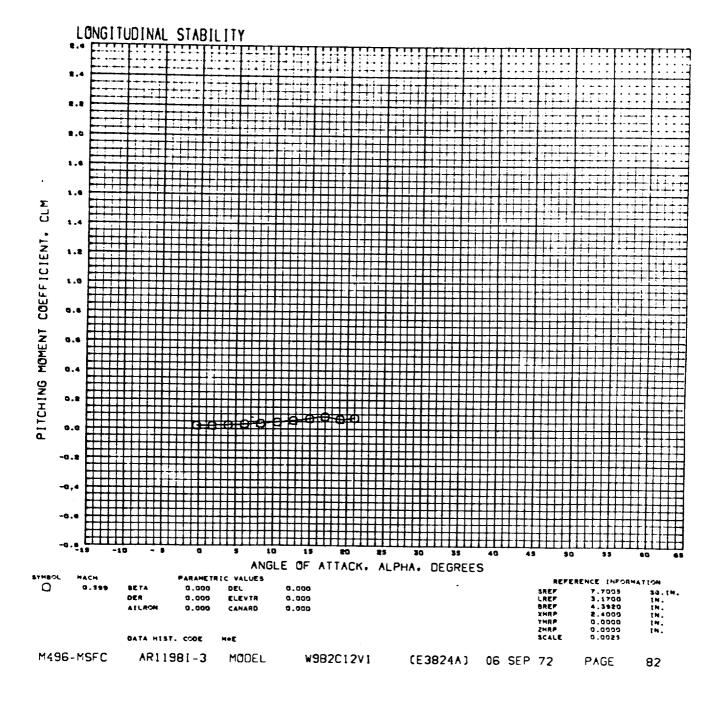
(

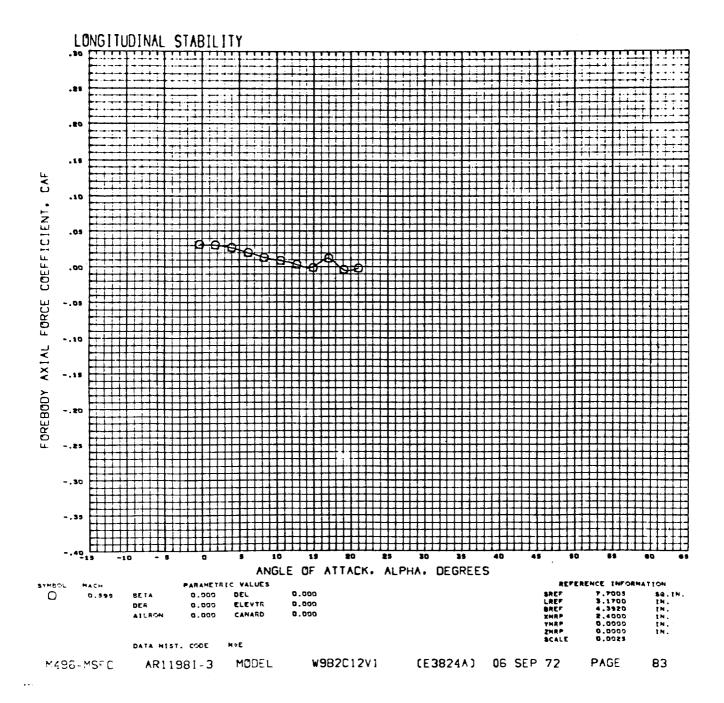


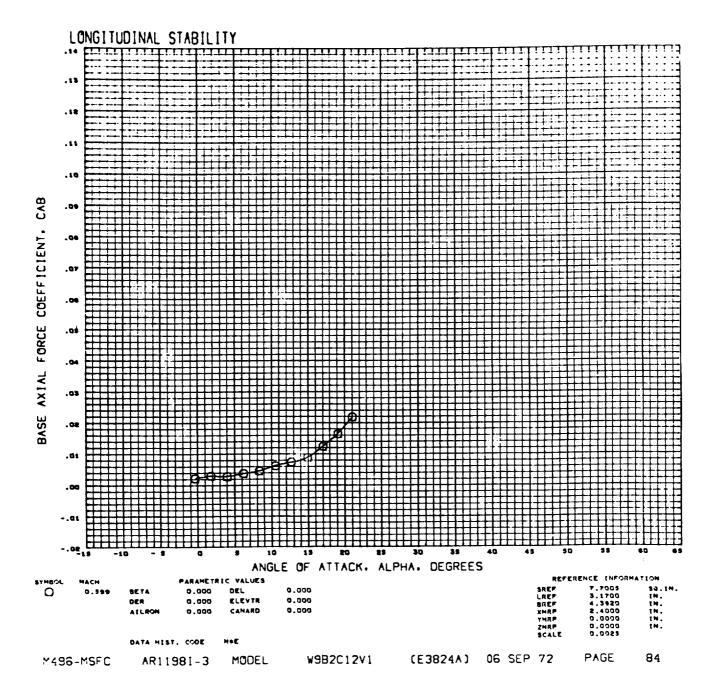


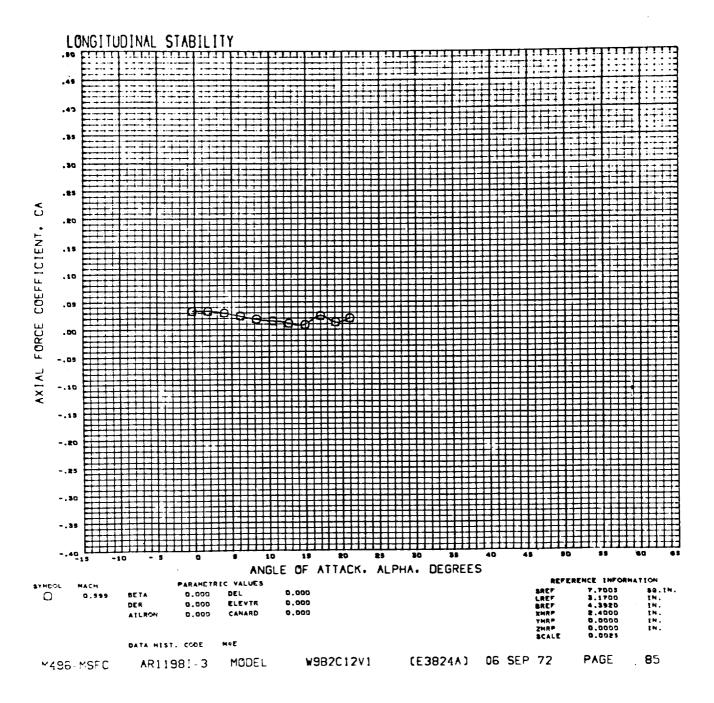


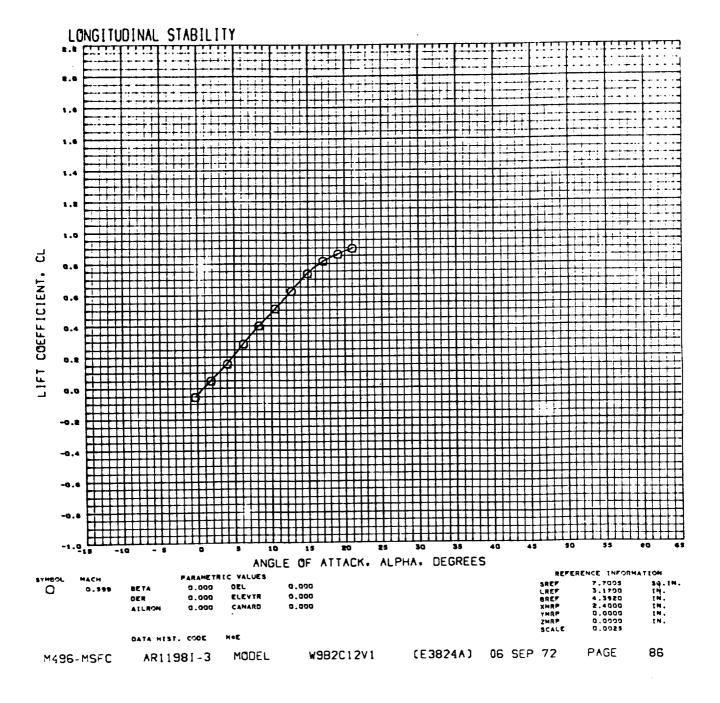
)

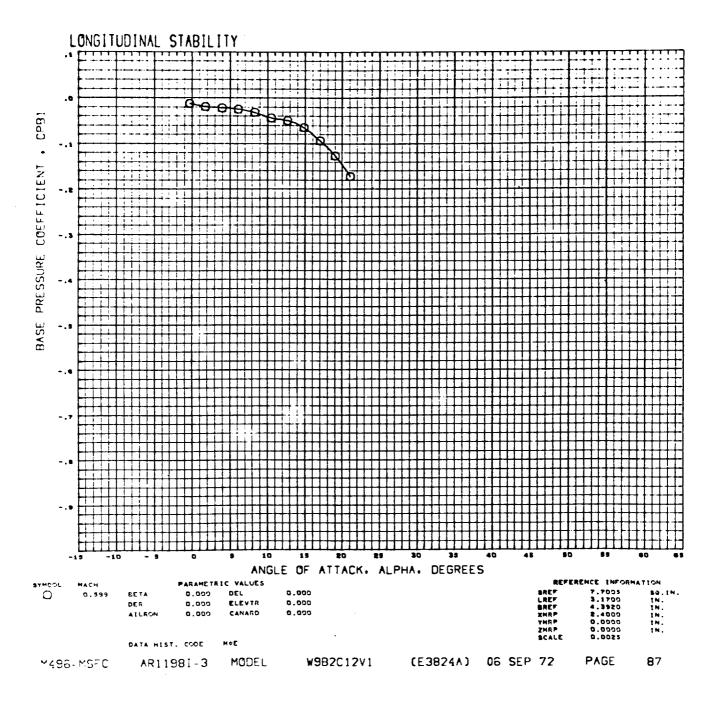


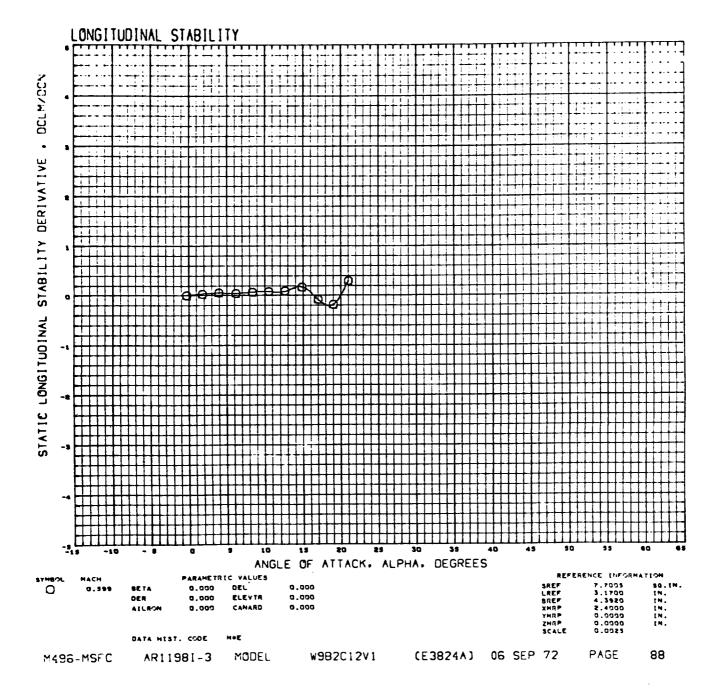


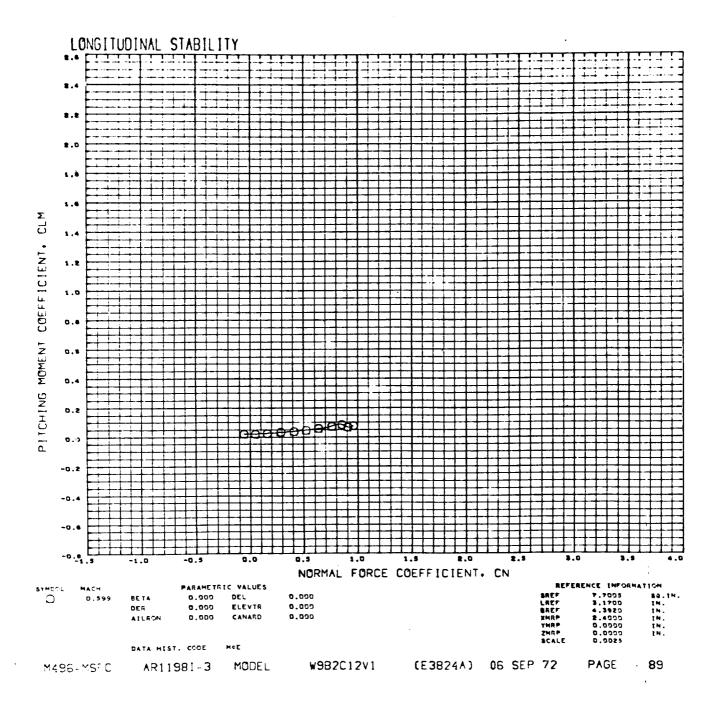


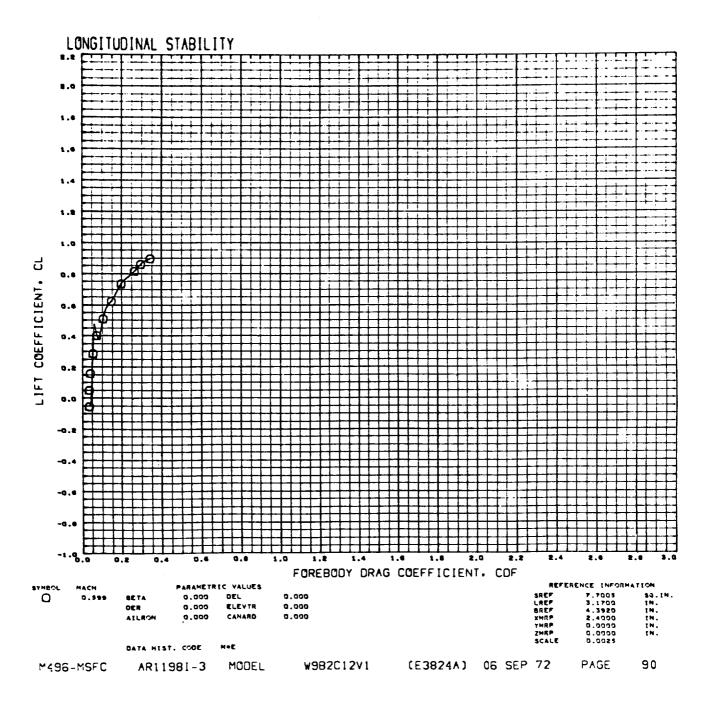


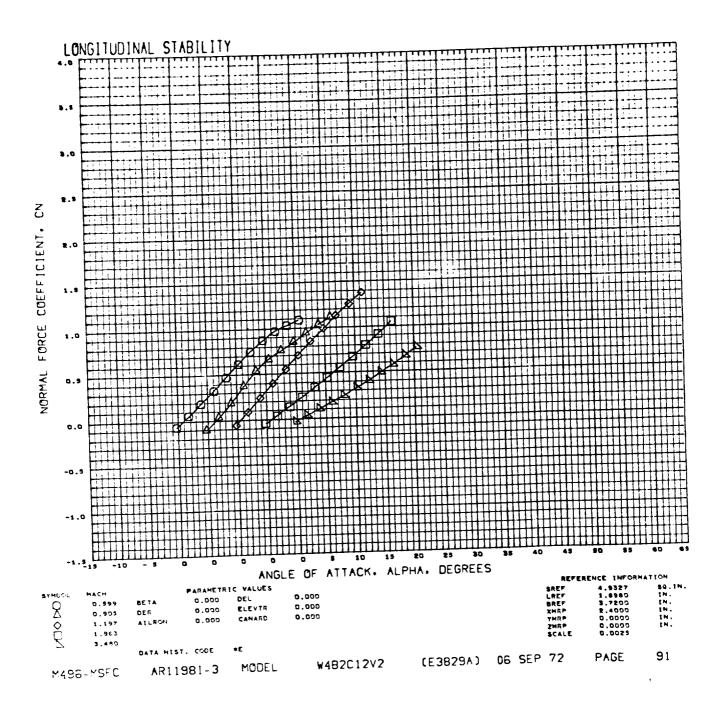


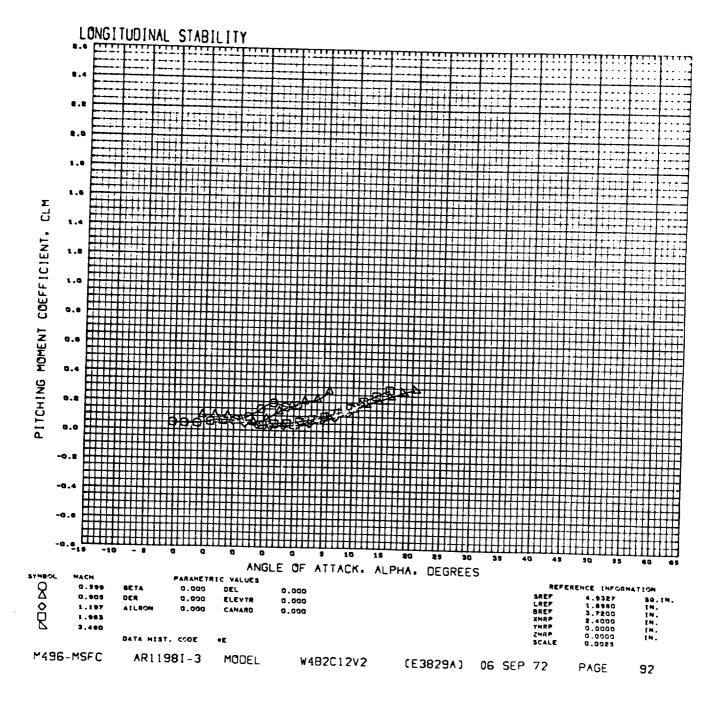


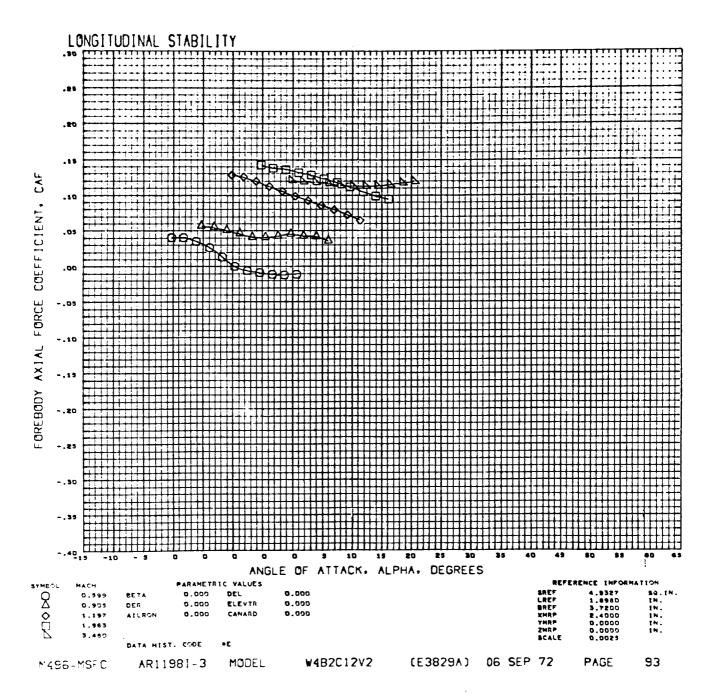


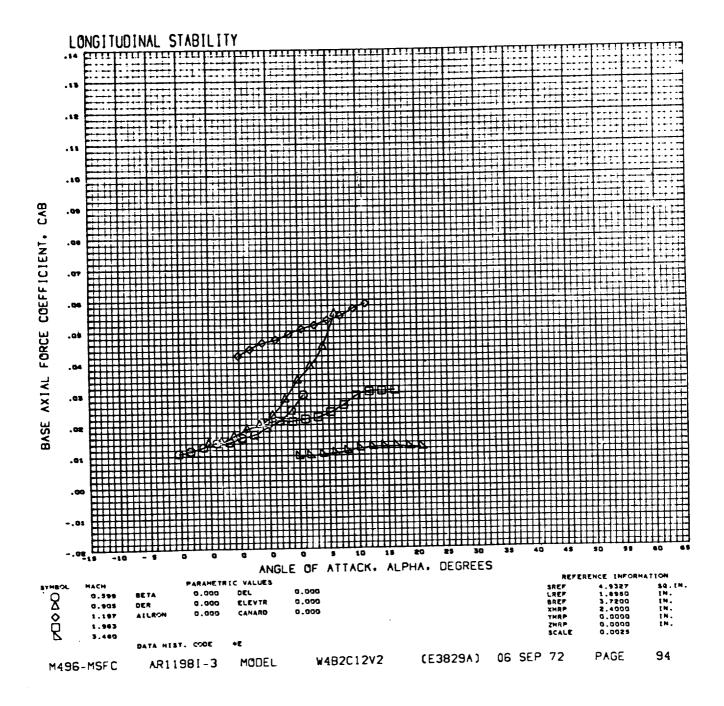


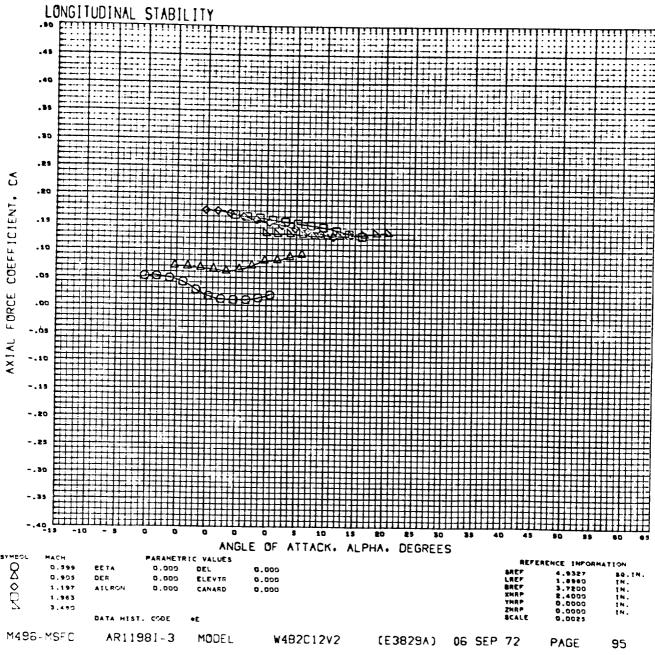


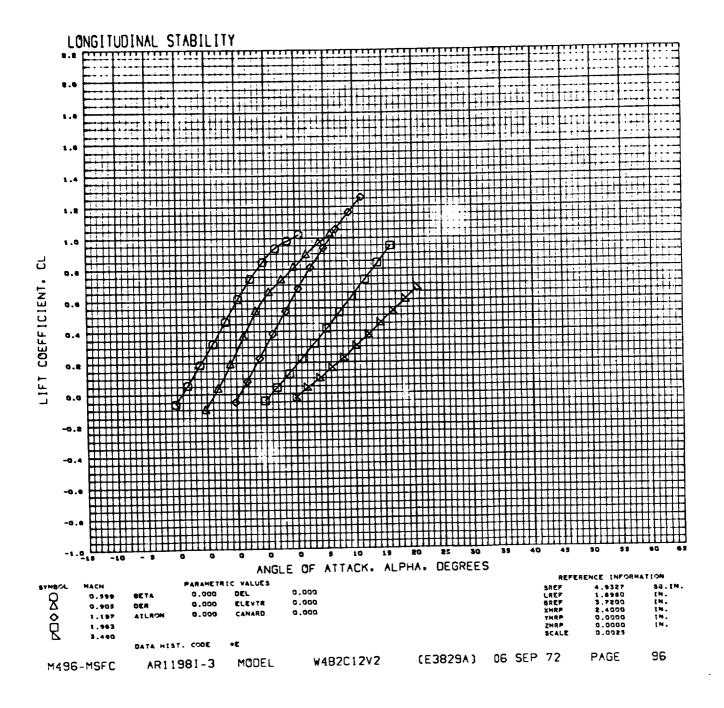


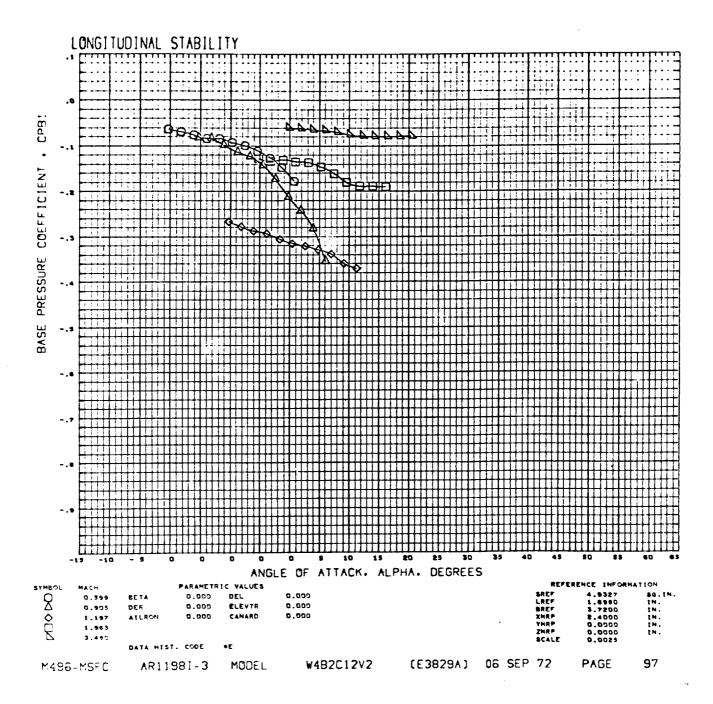


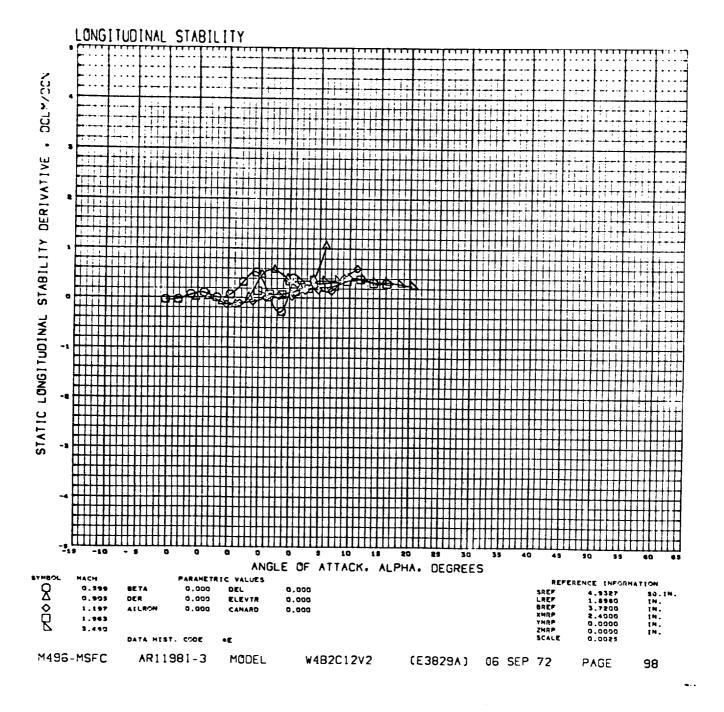


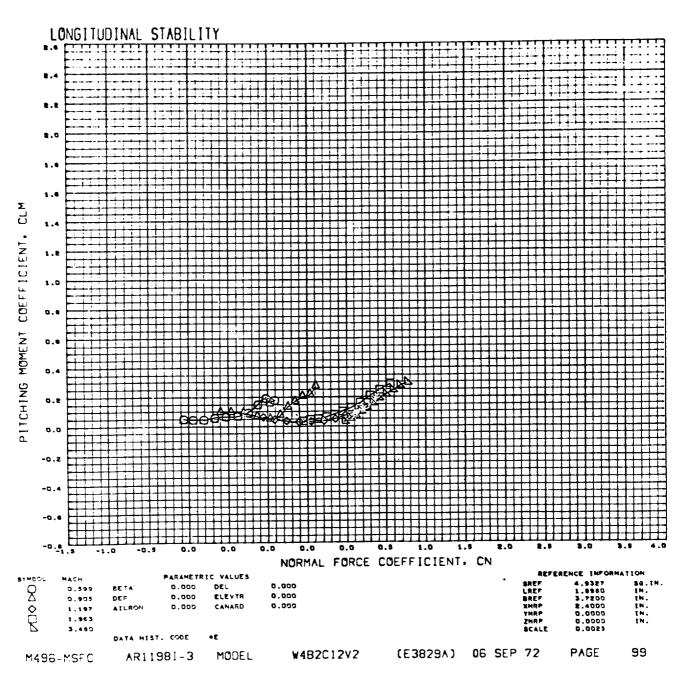




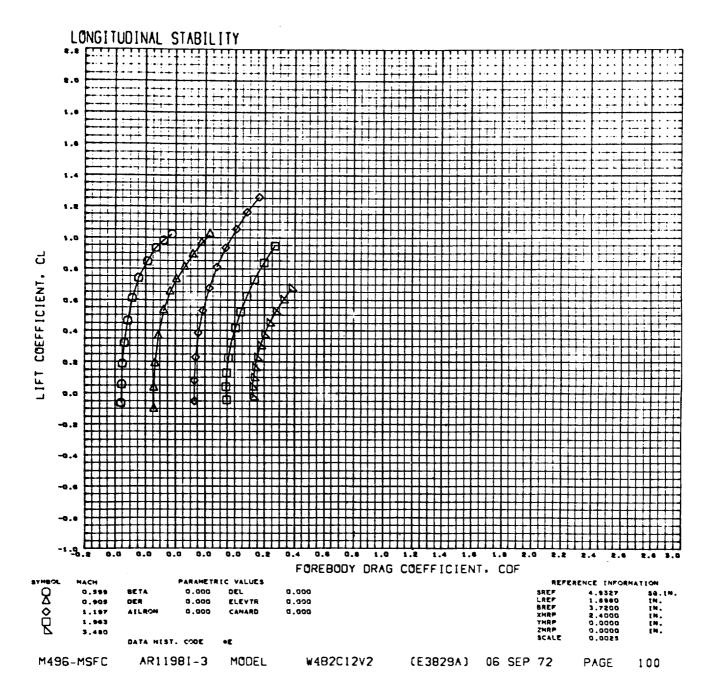


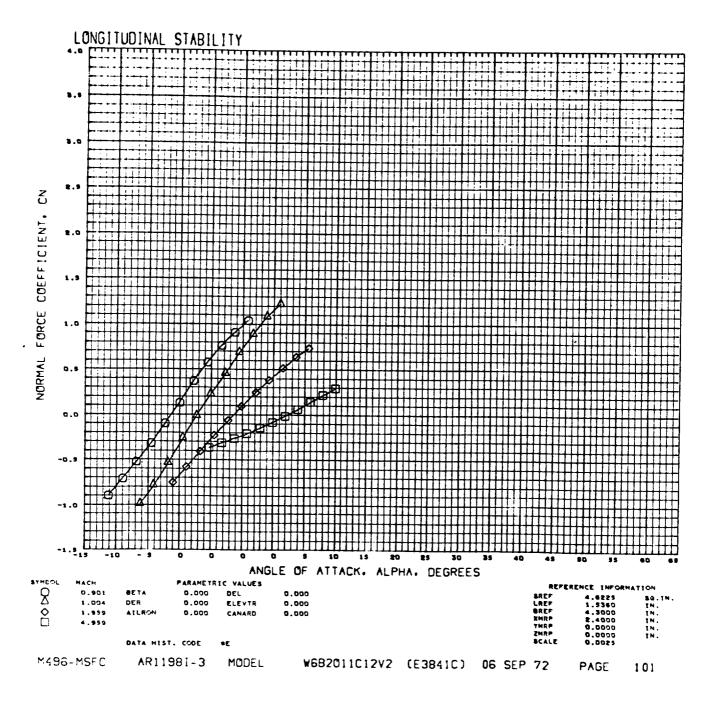


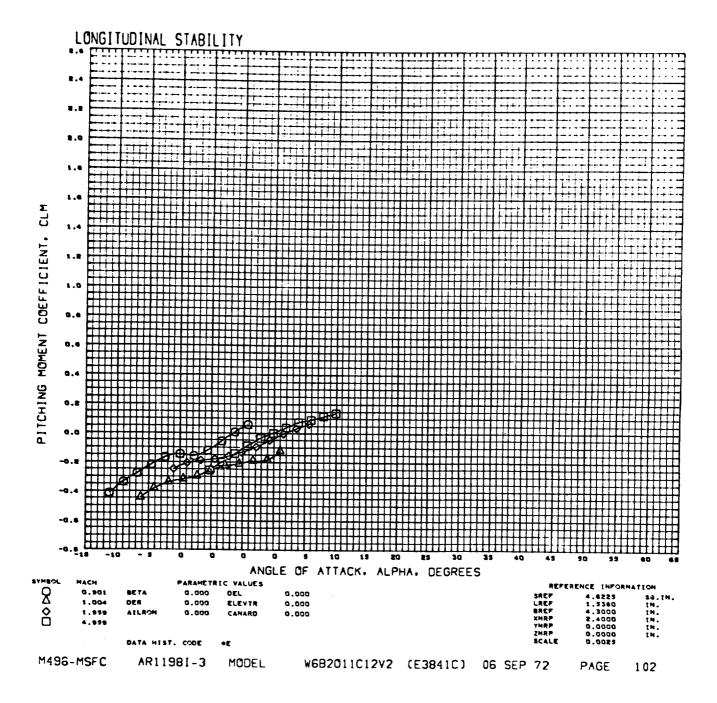


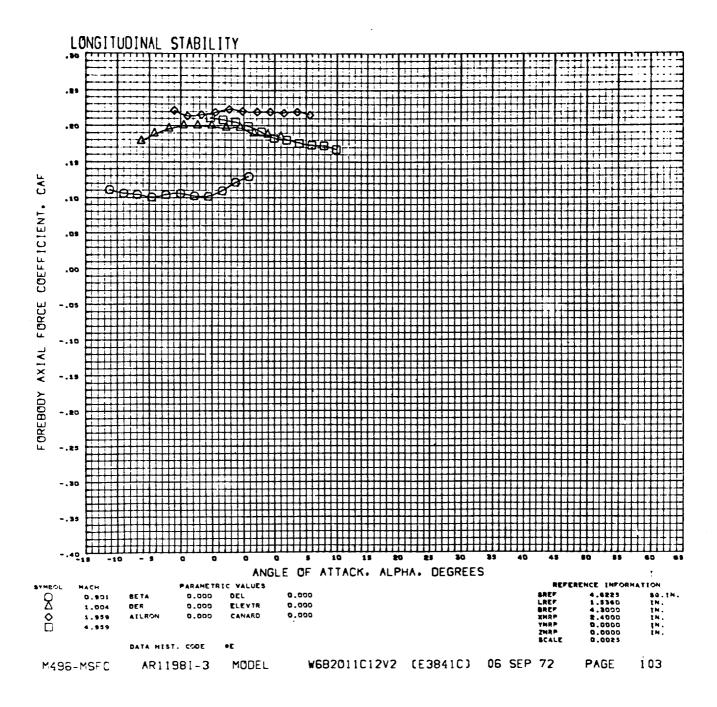


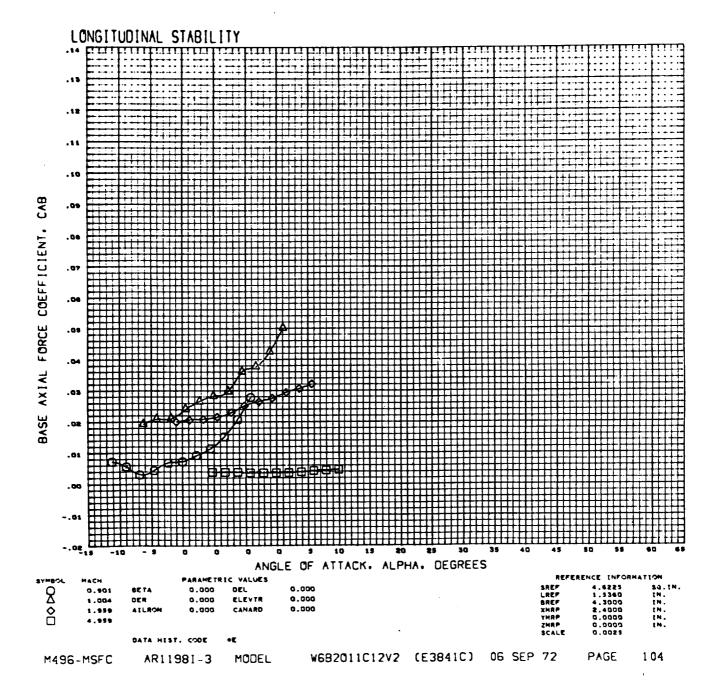
---

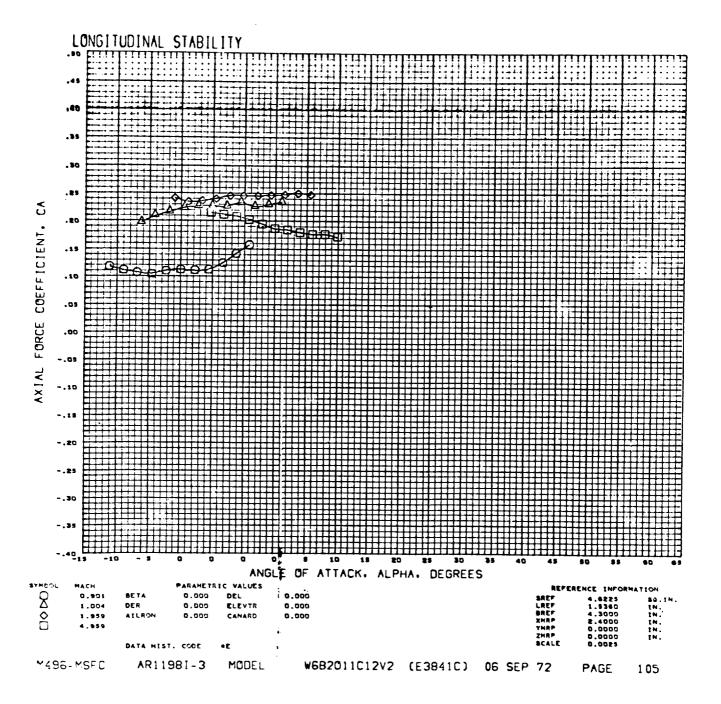


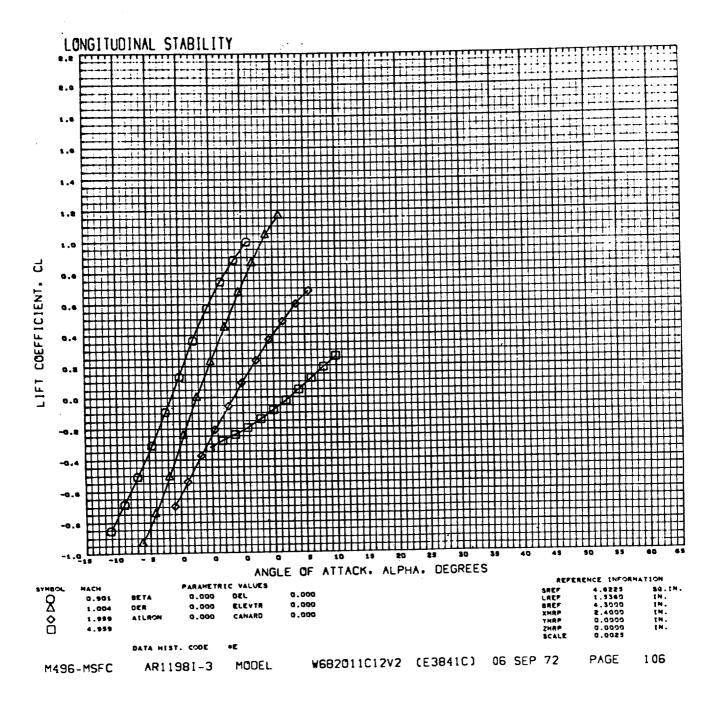


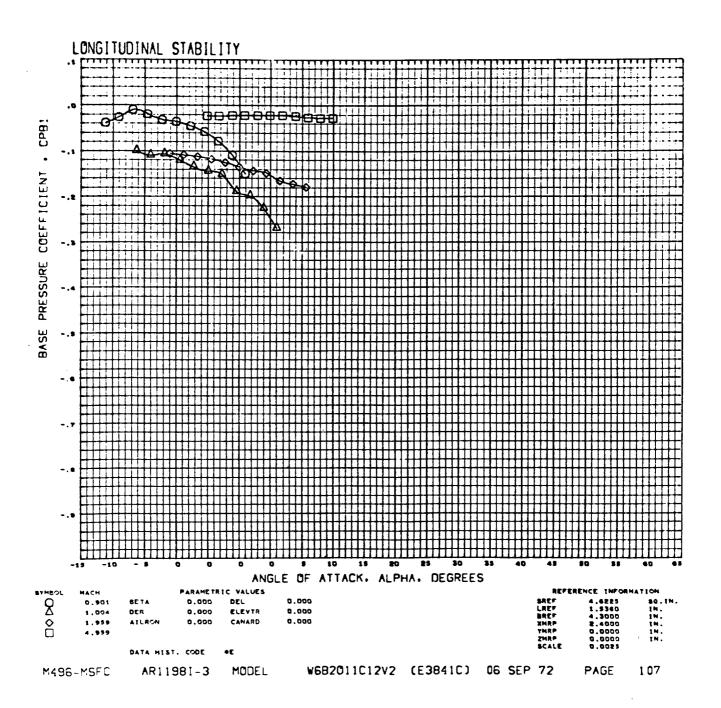


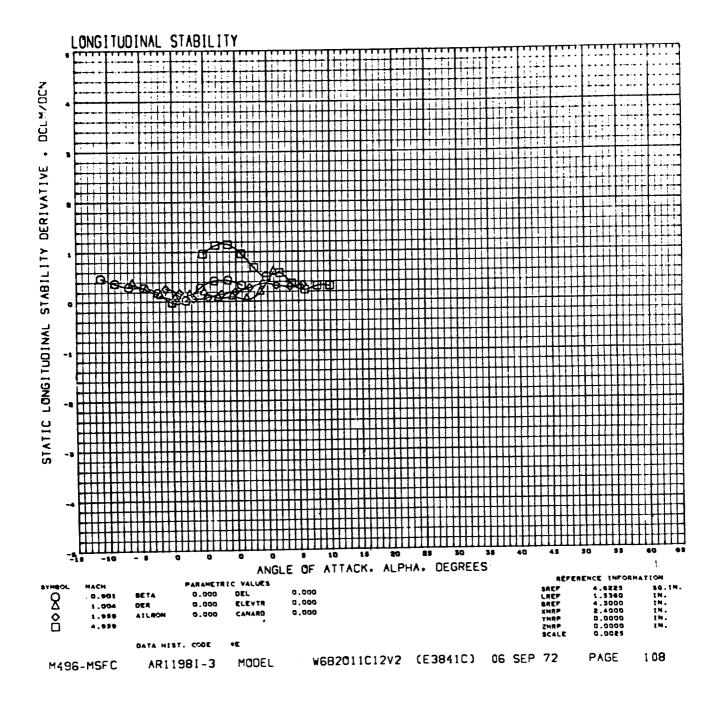


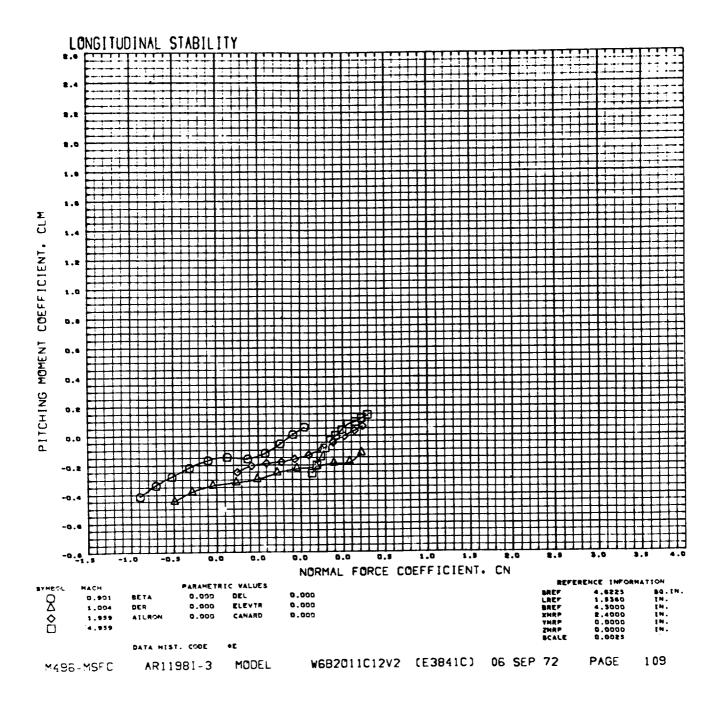


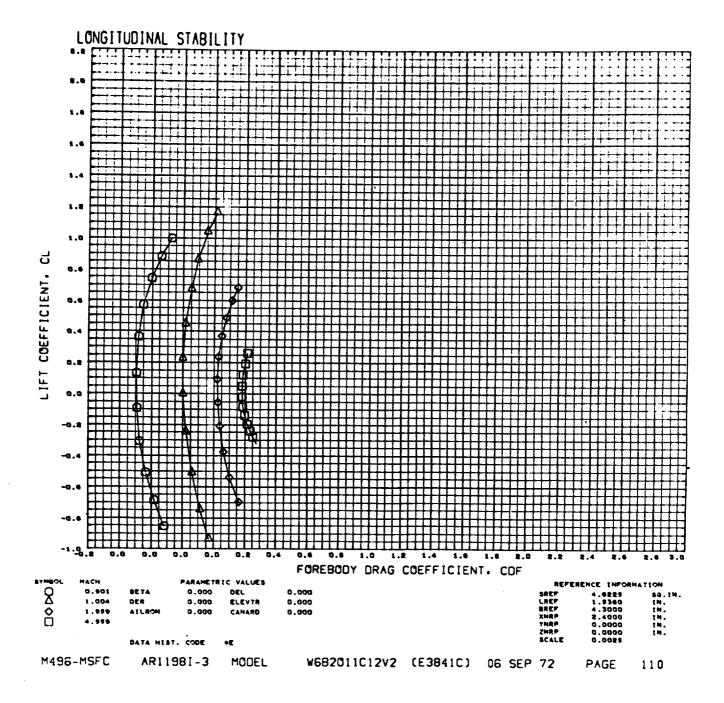


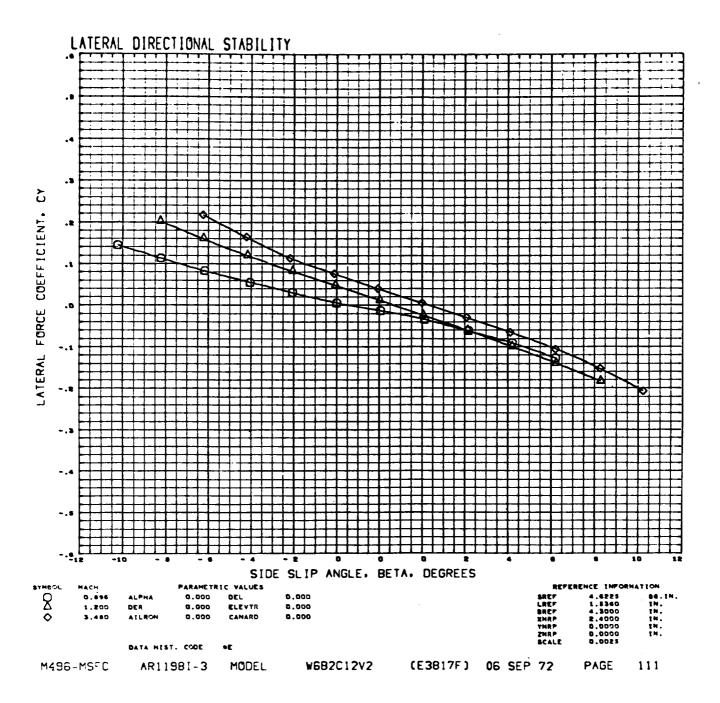


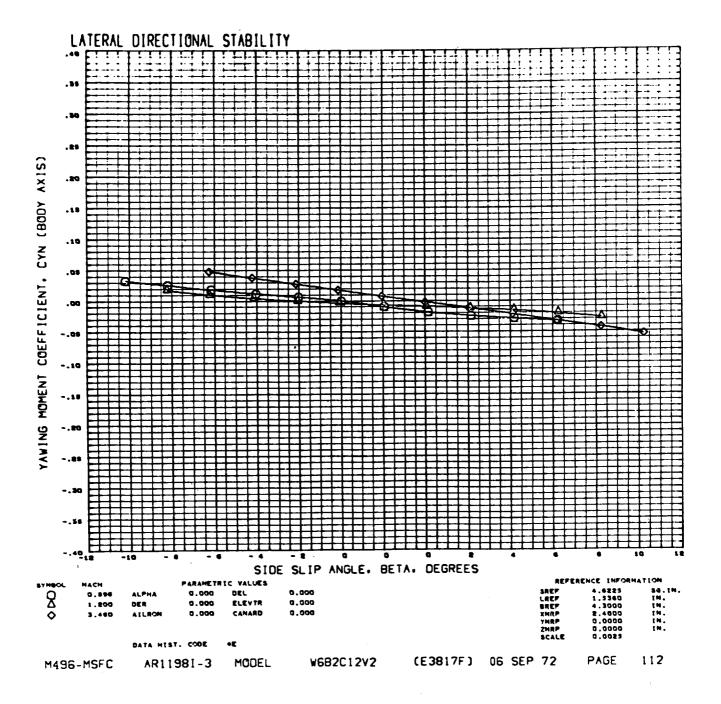




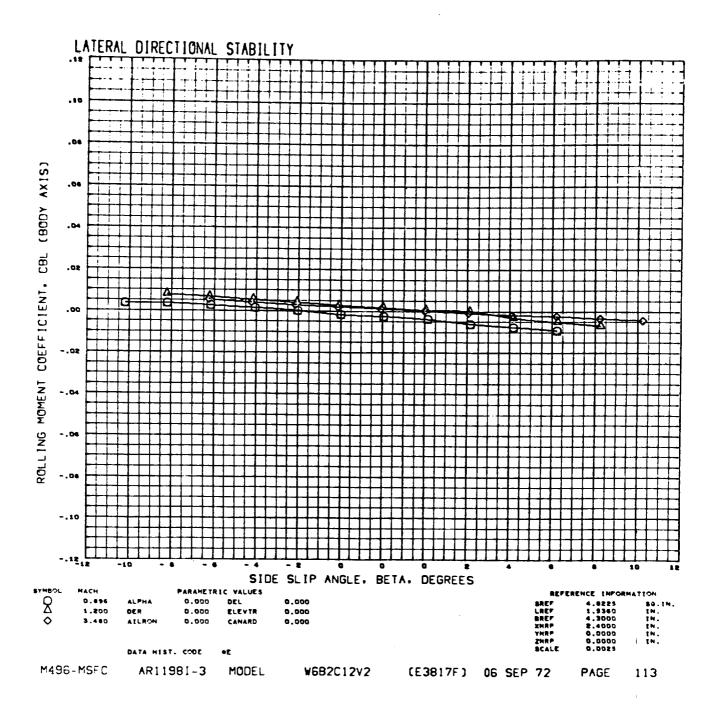


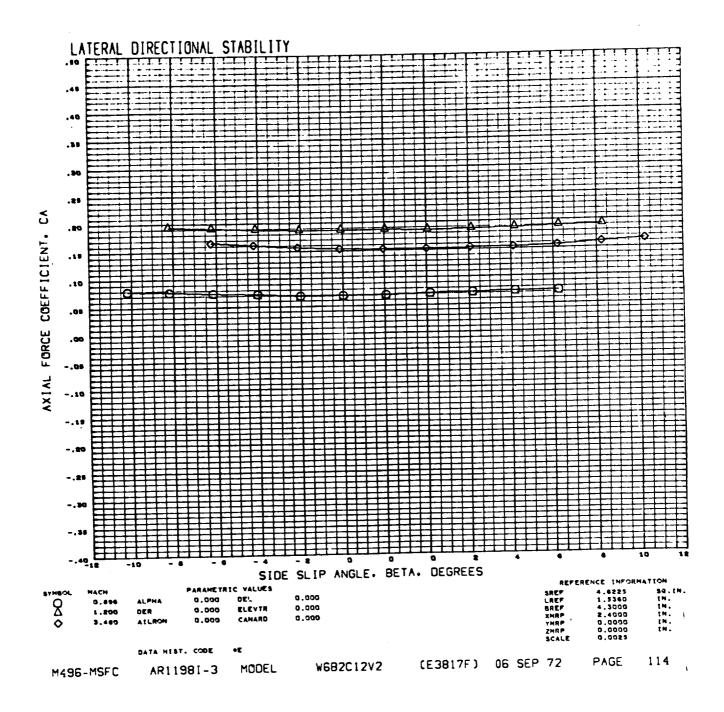


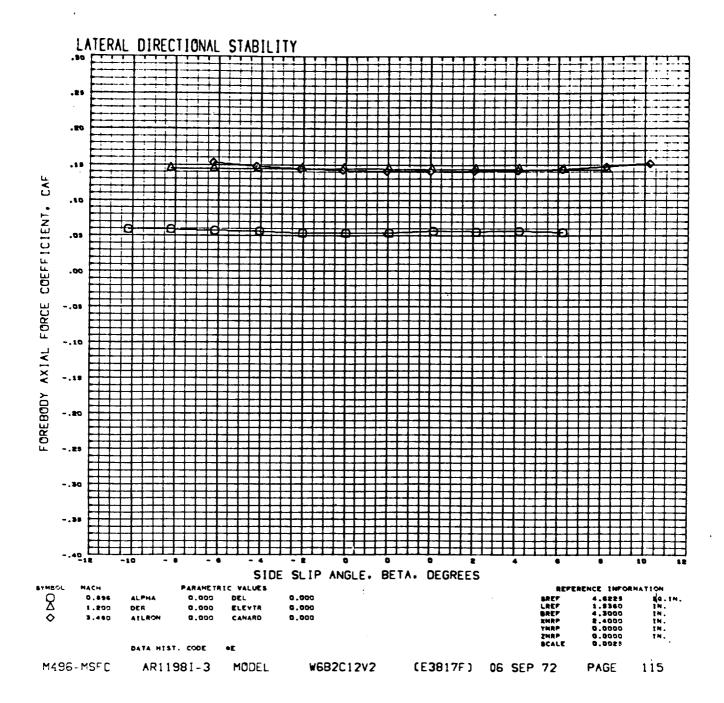


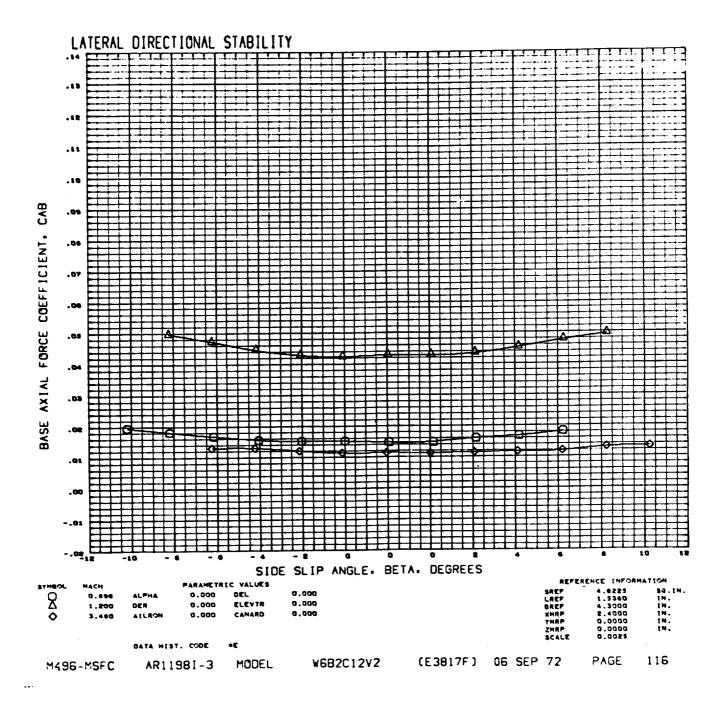


)

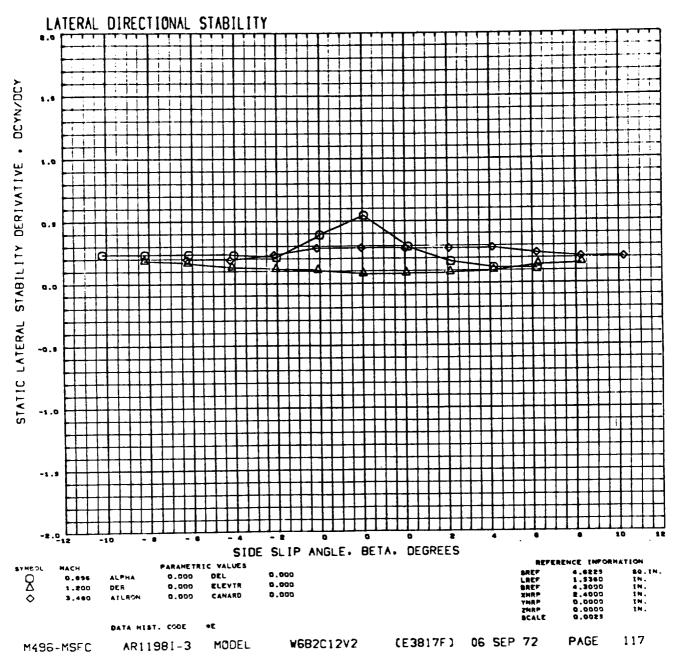




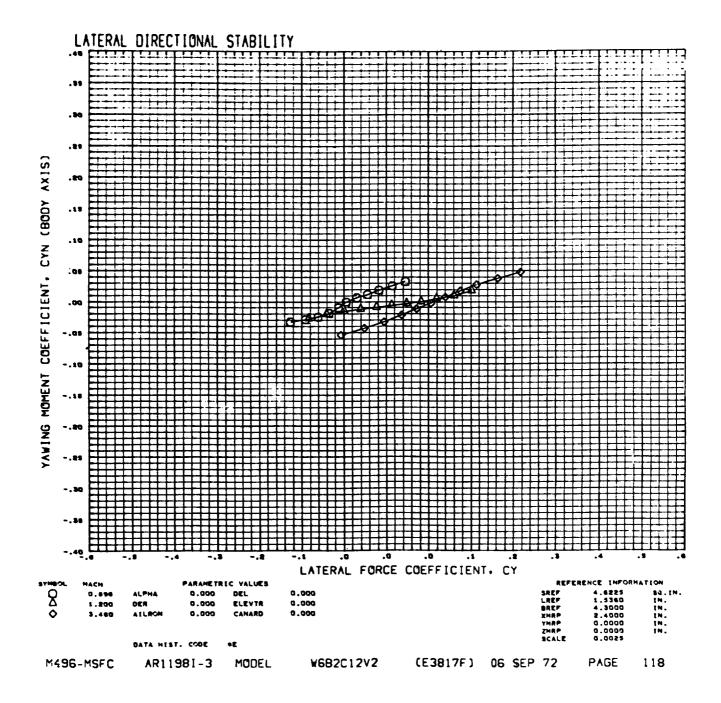


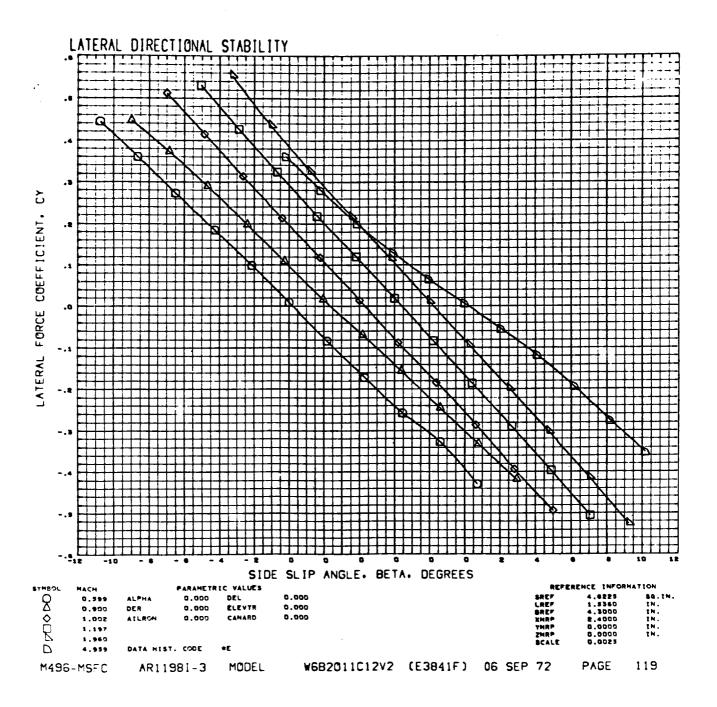


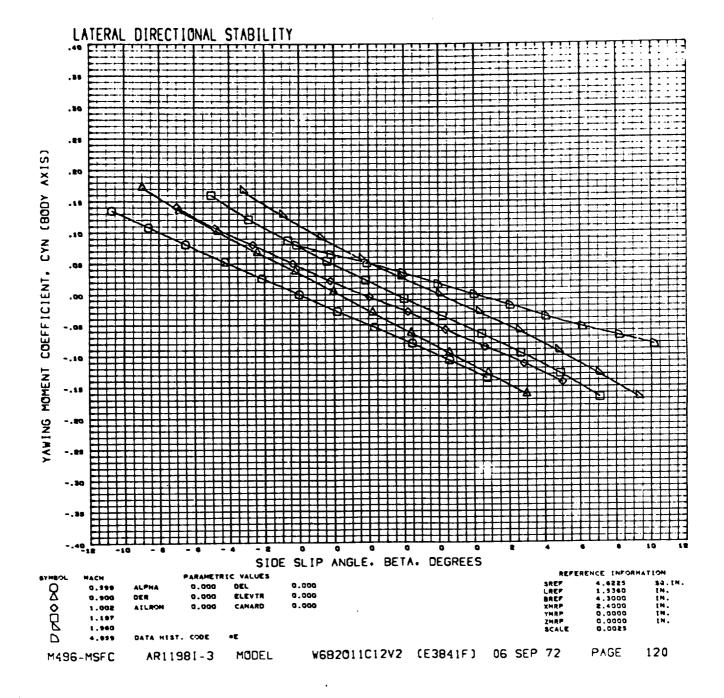
(

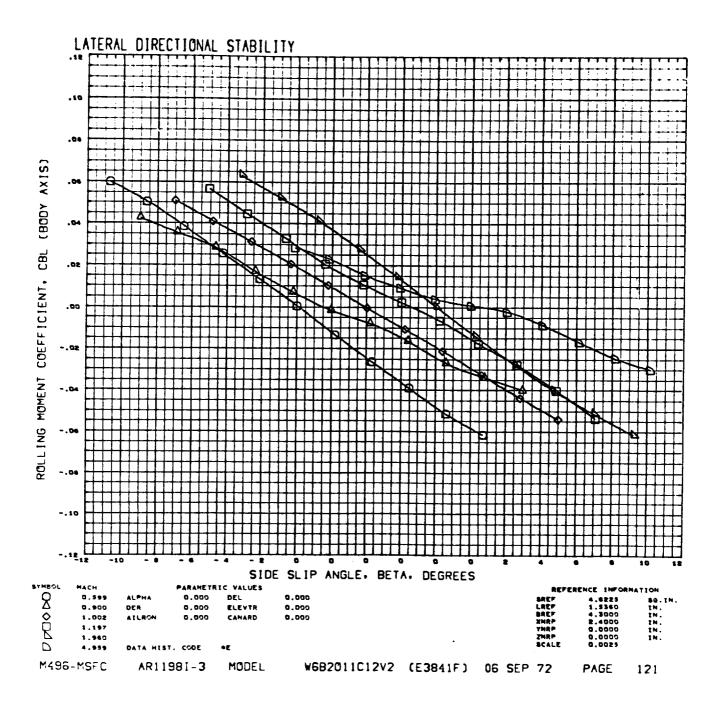


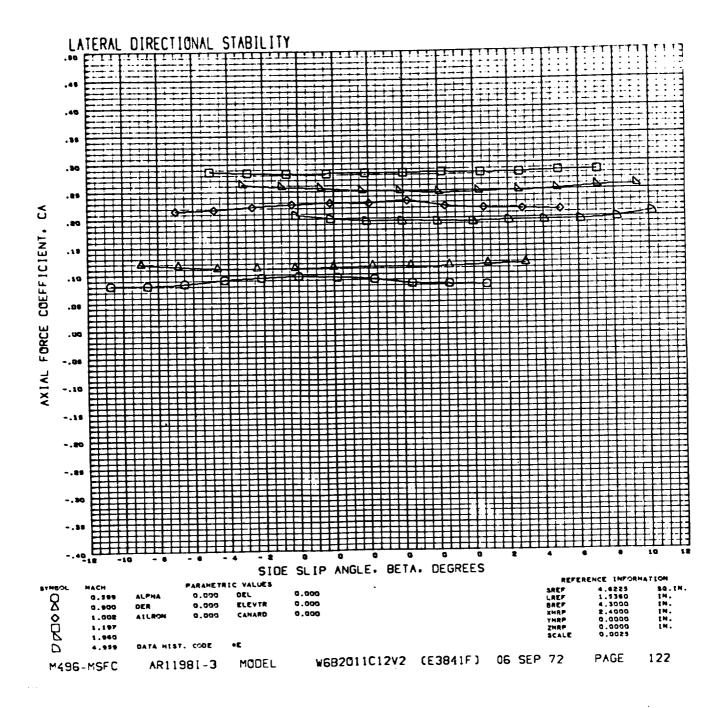
..

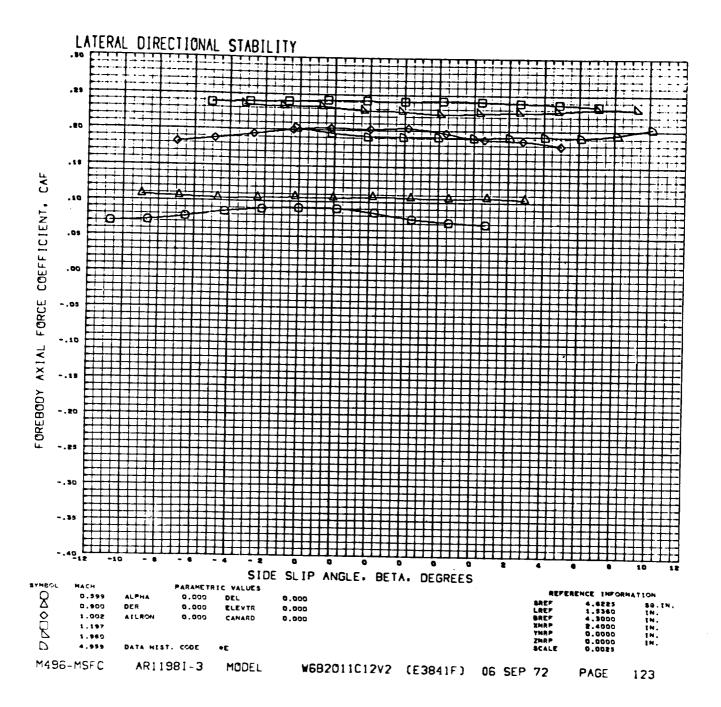


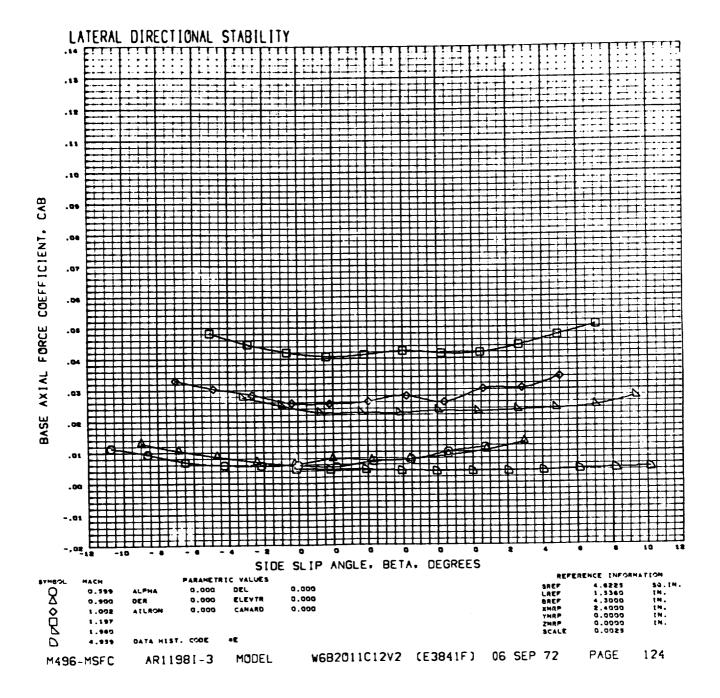


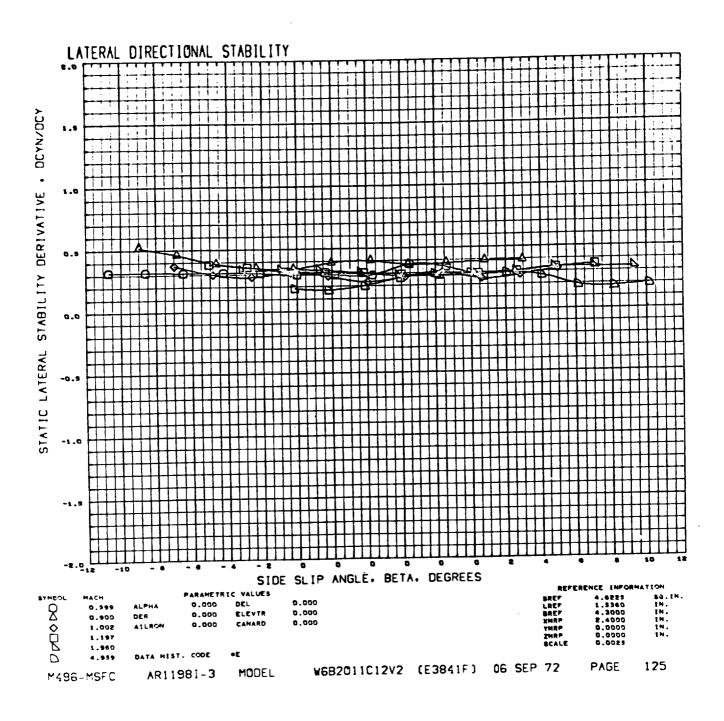




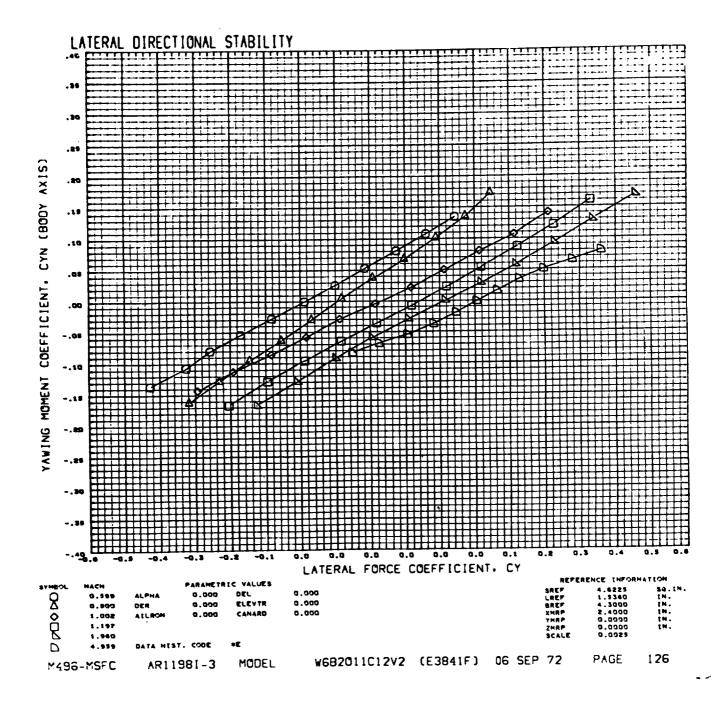


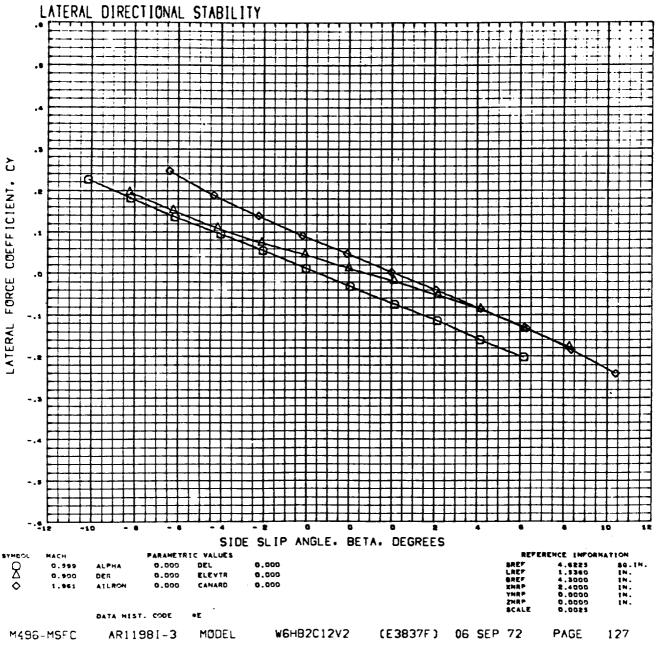




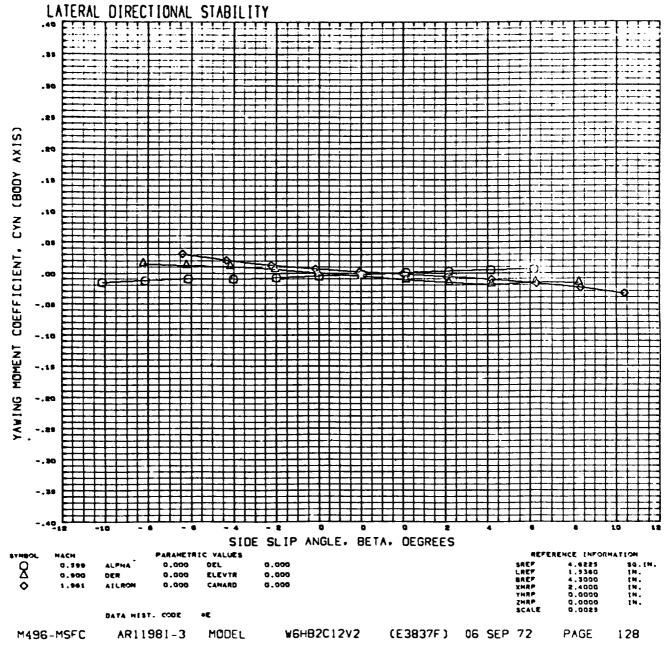


)

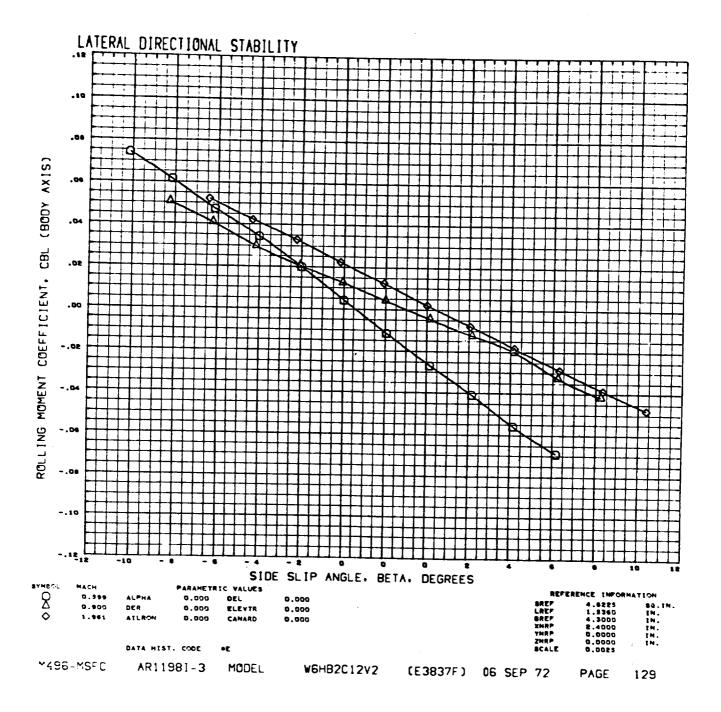


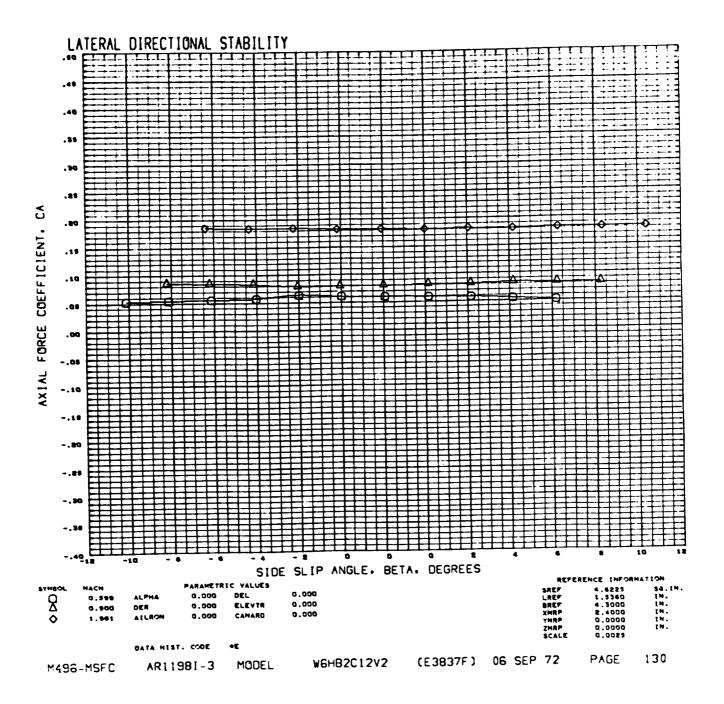


.

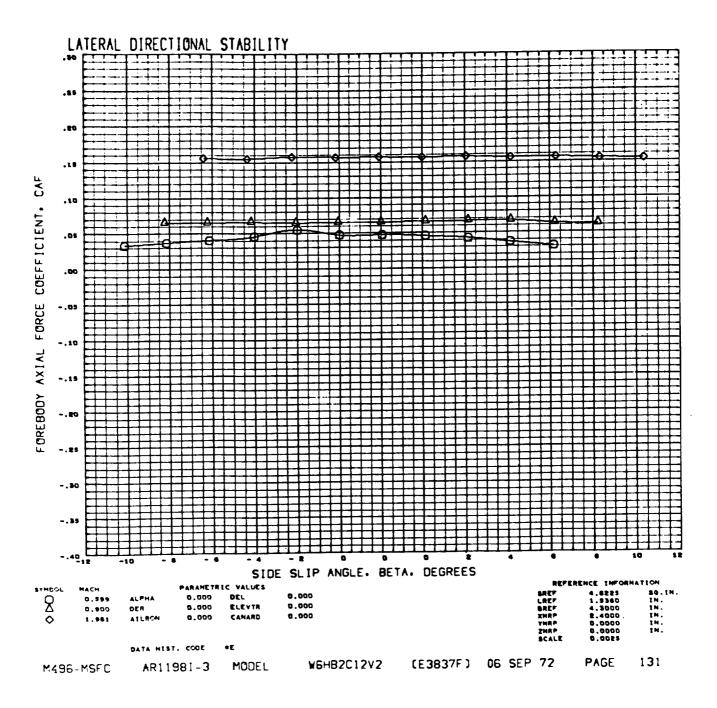


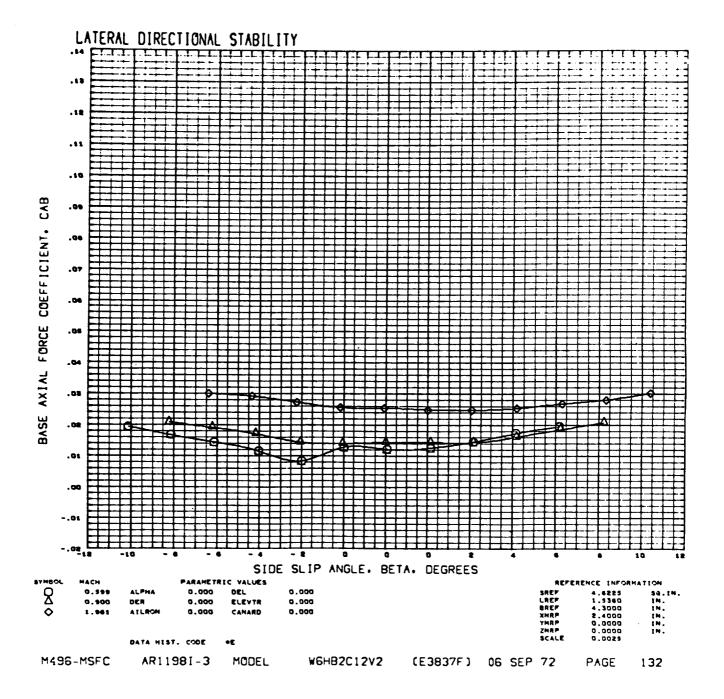
---

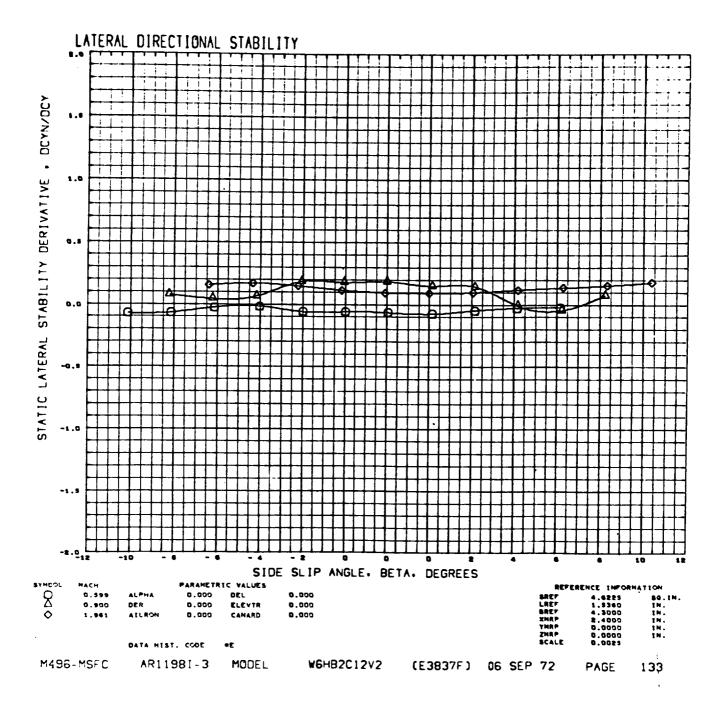


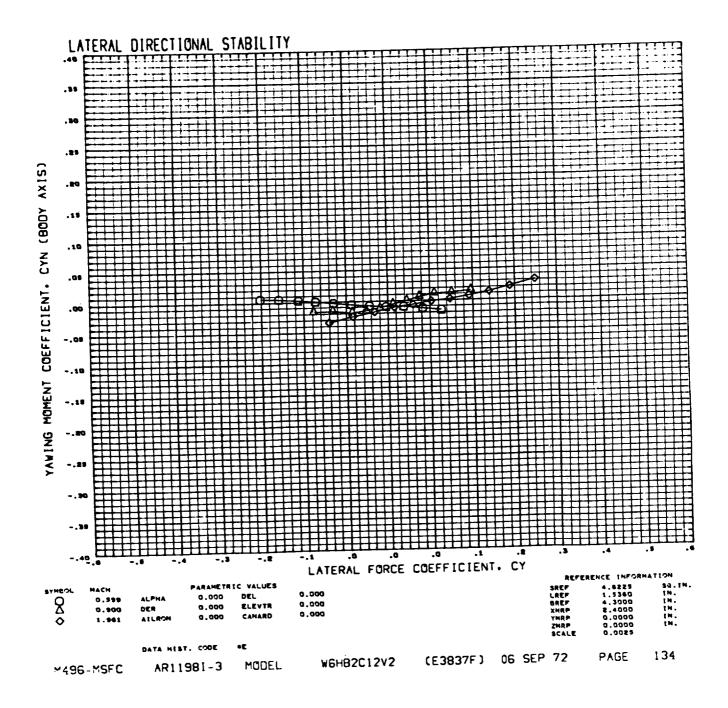


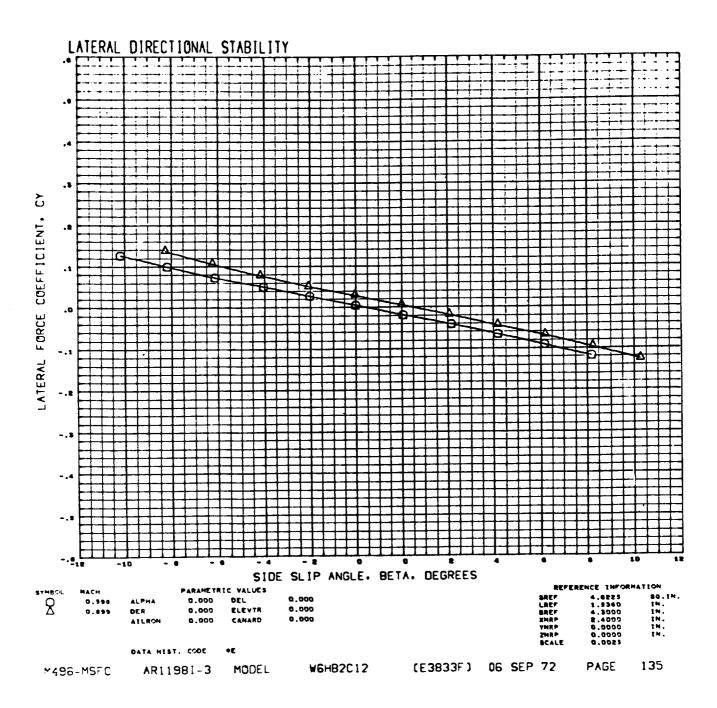
l

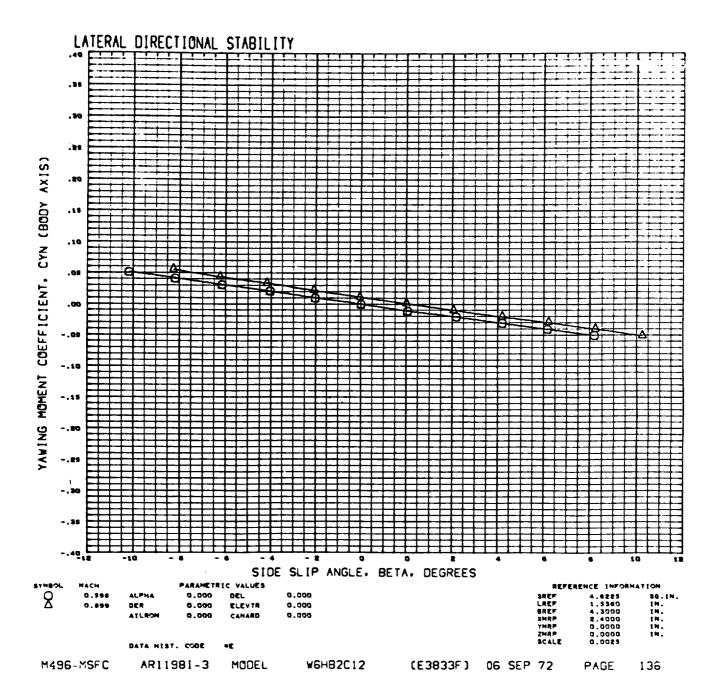


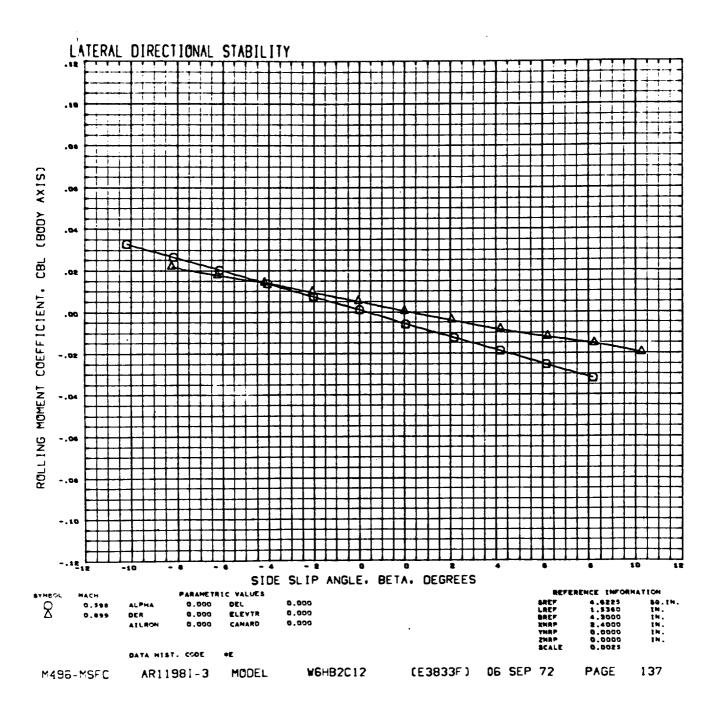


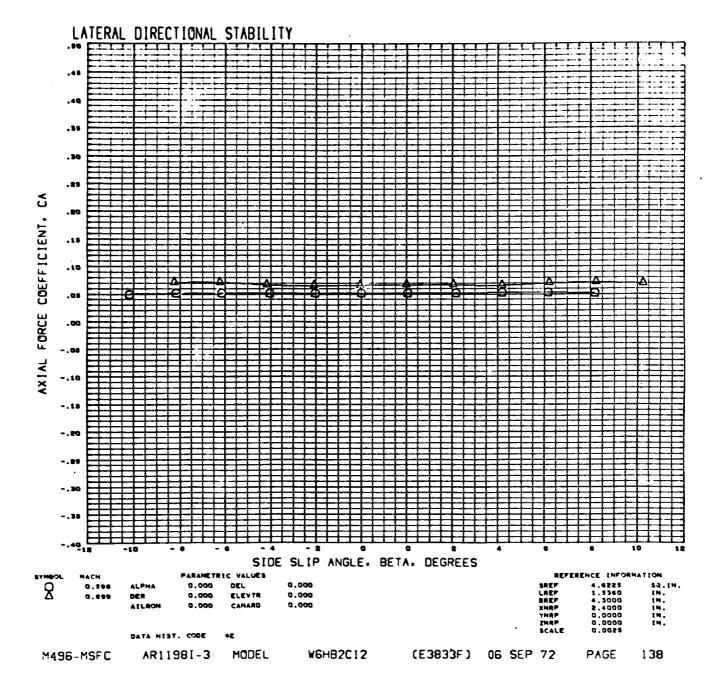


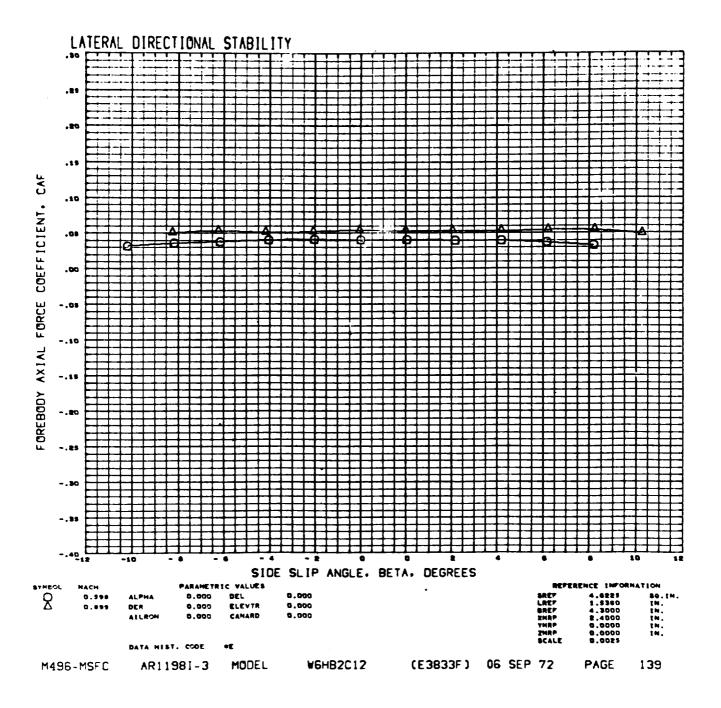






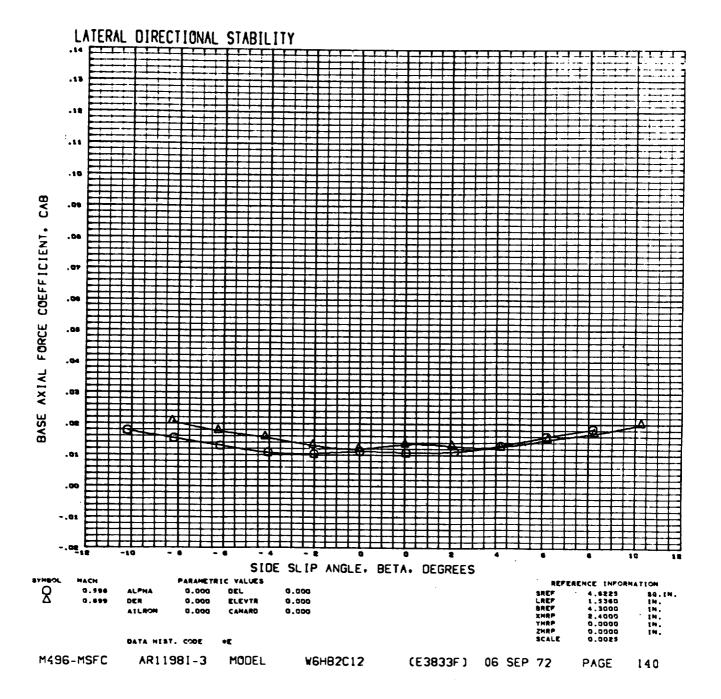


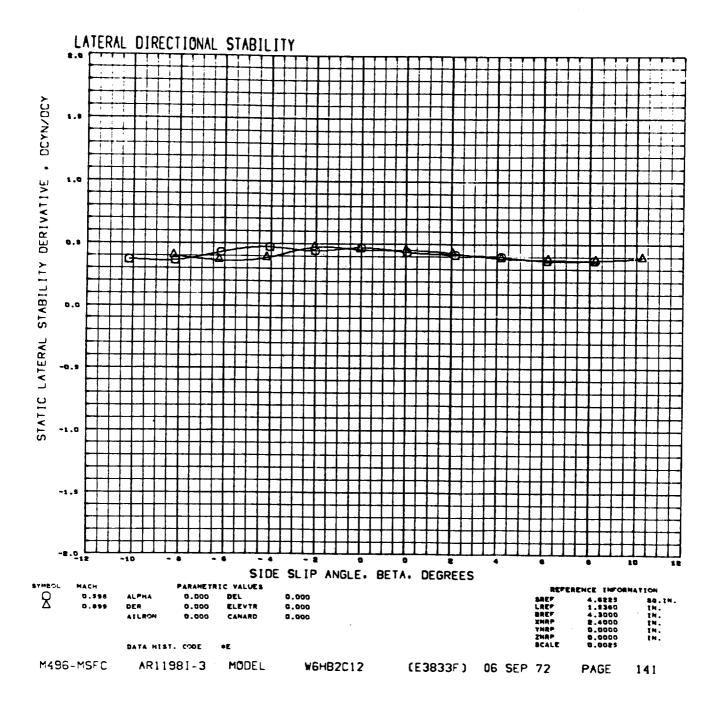


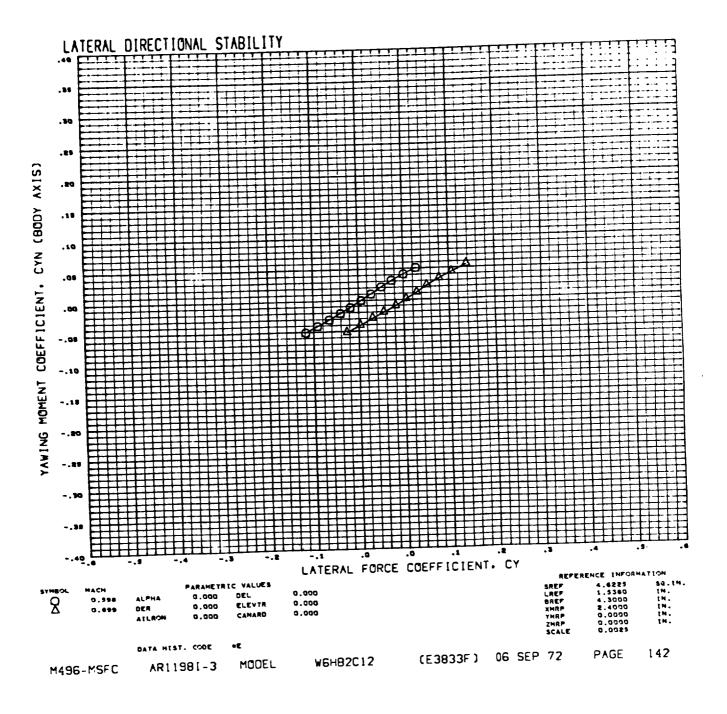


. )

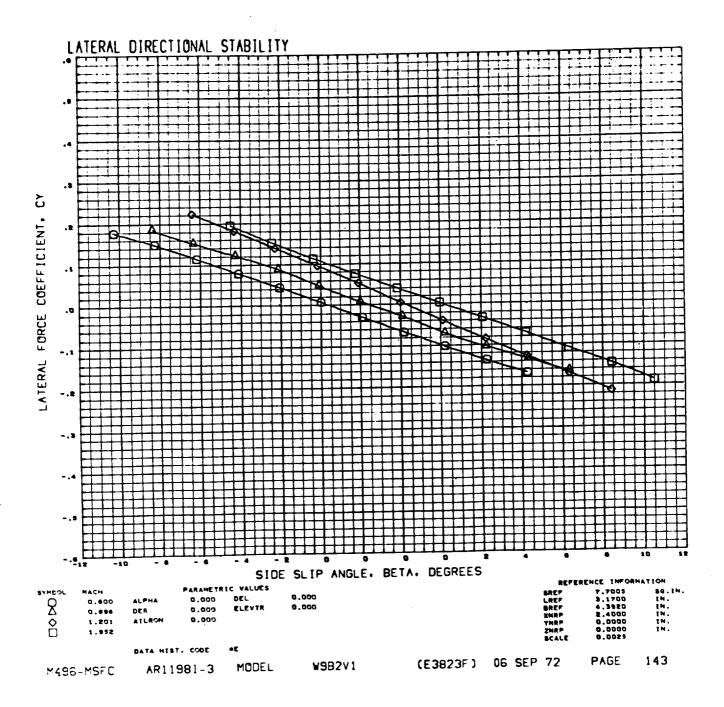
į

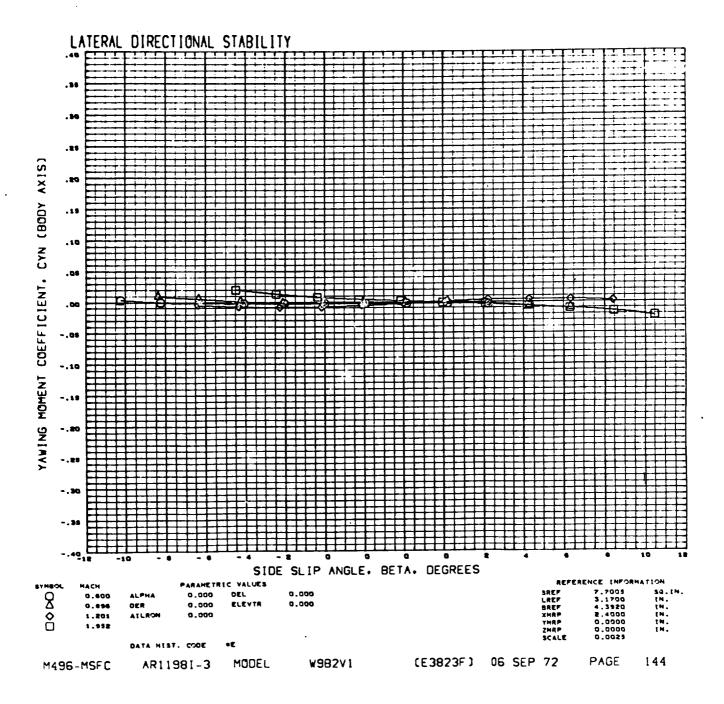




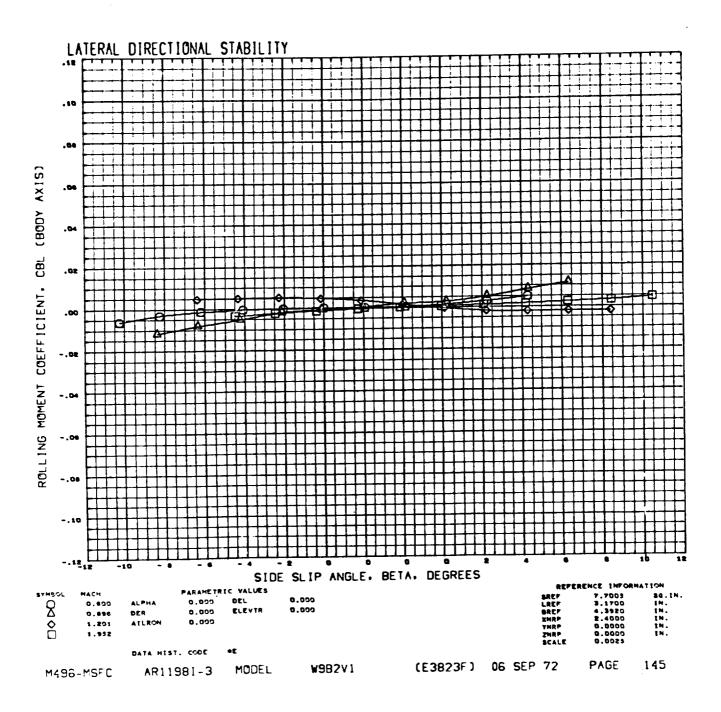


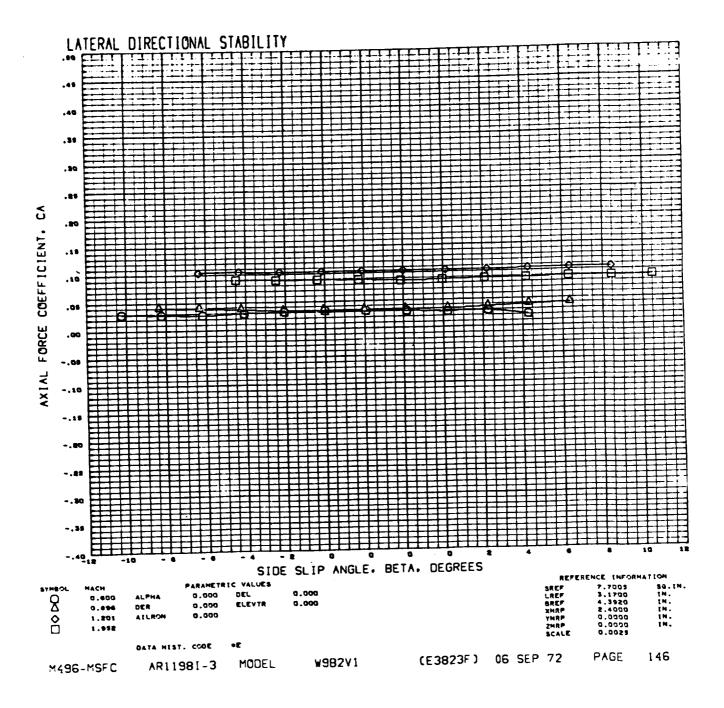
}

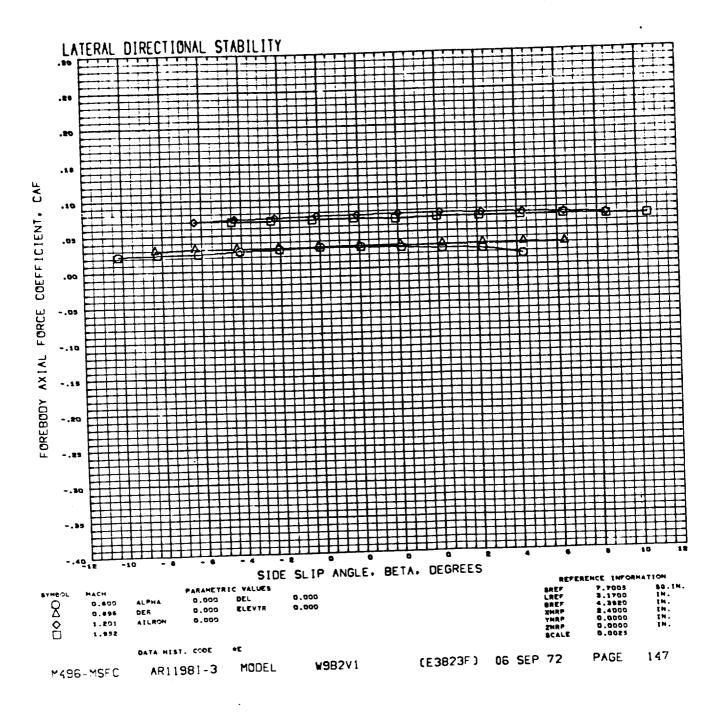


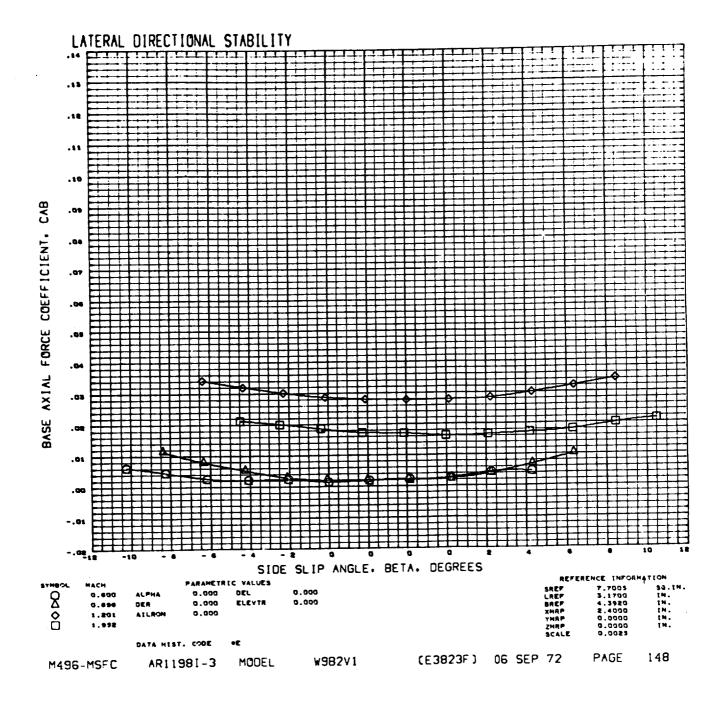


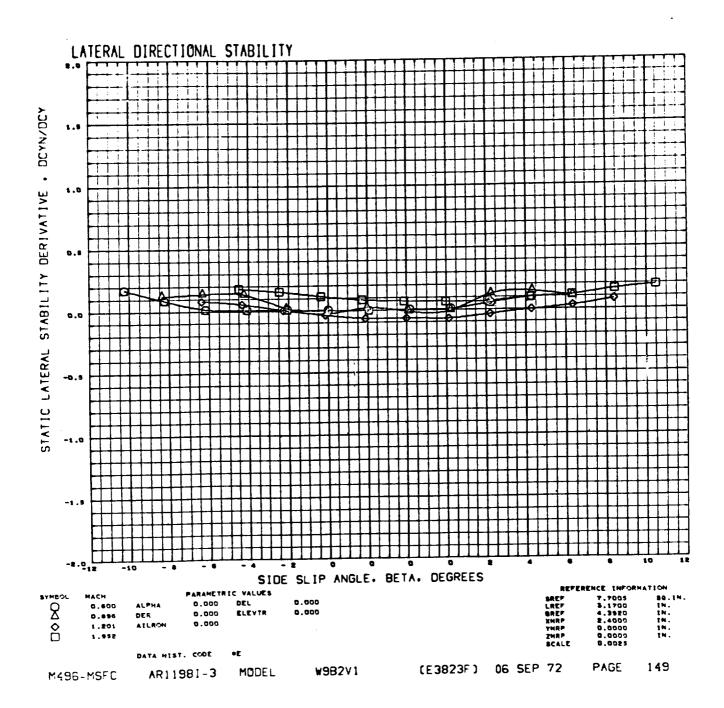
j

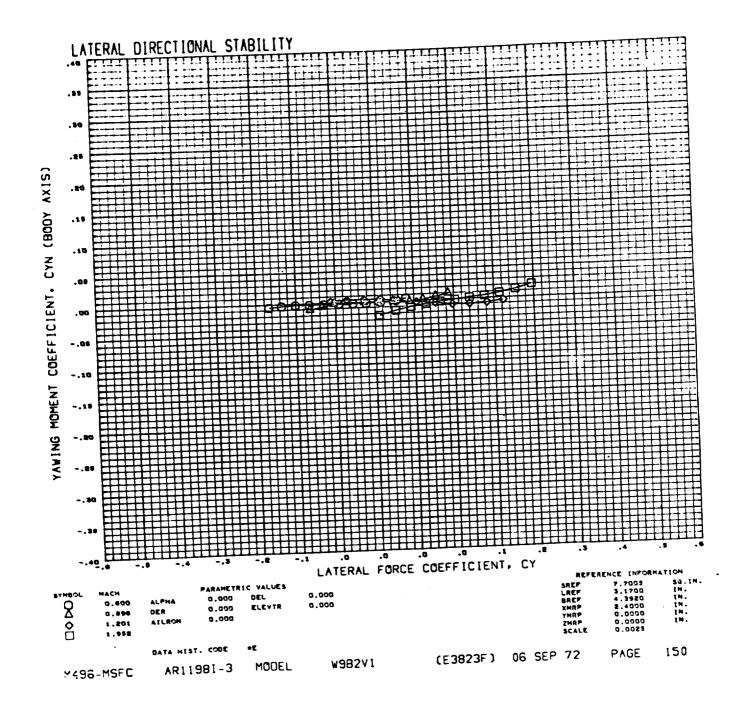


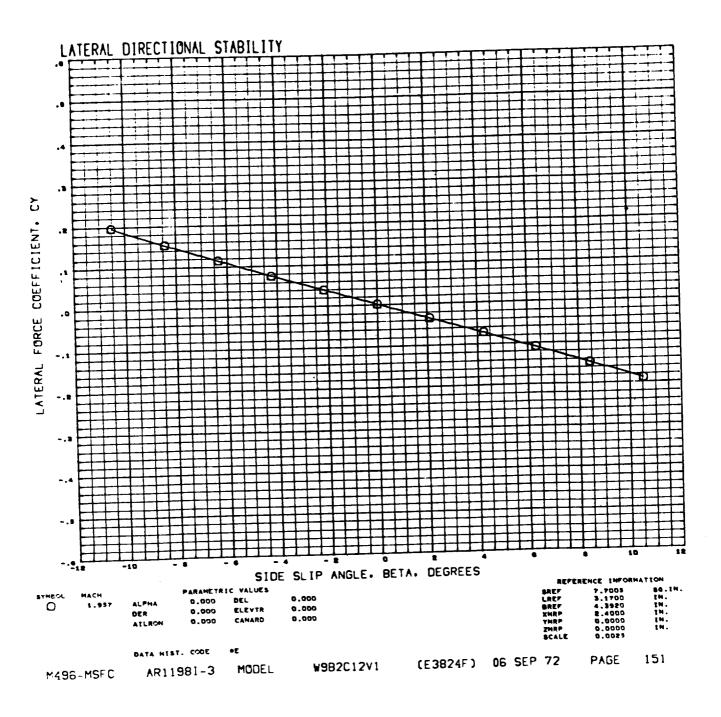


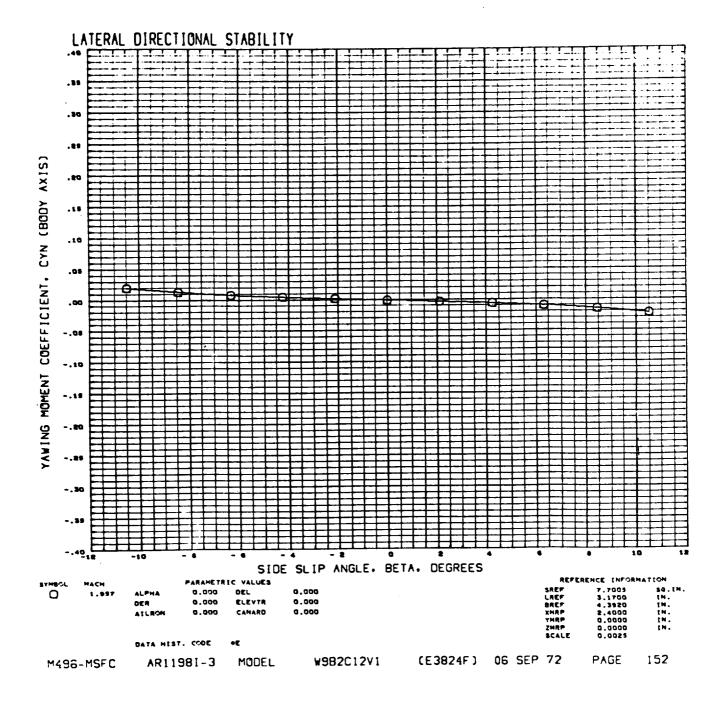




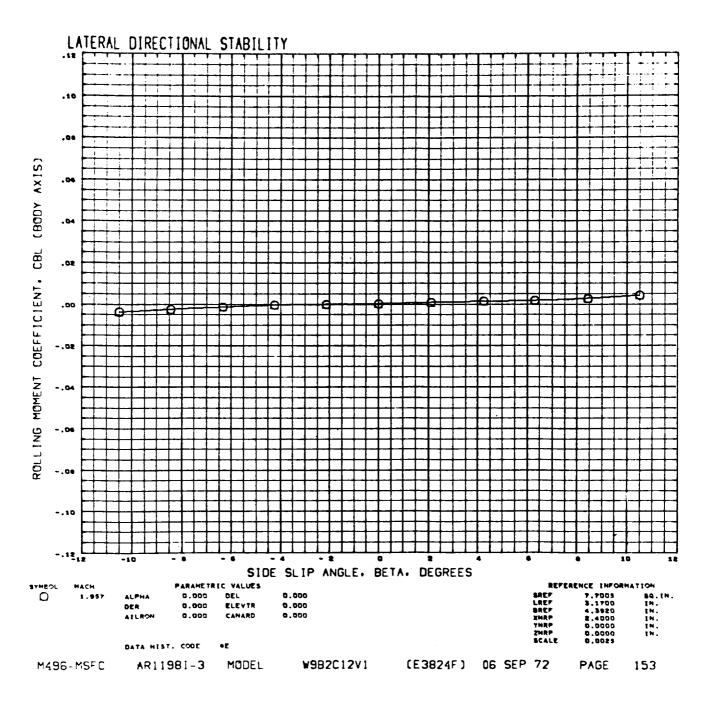


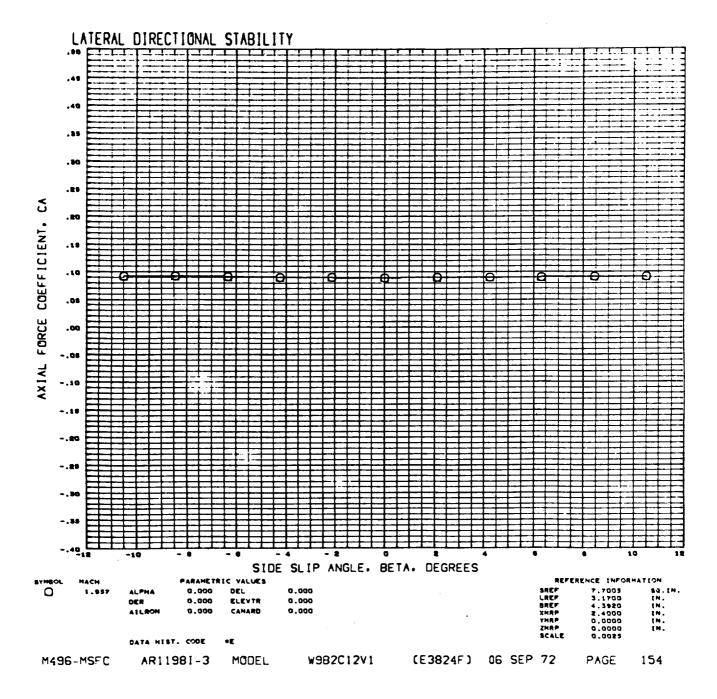


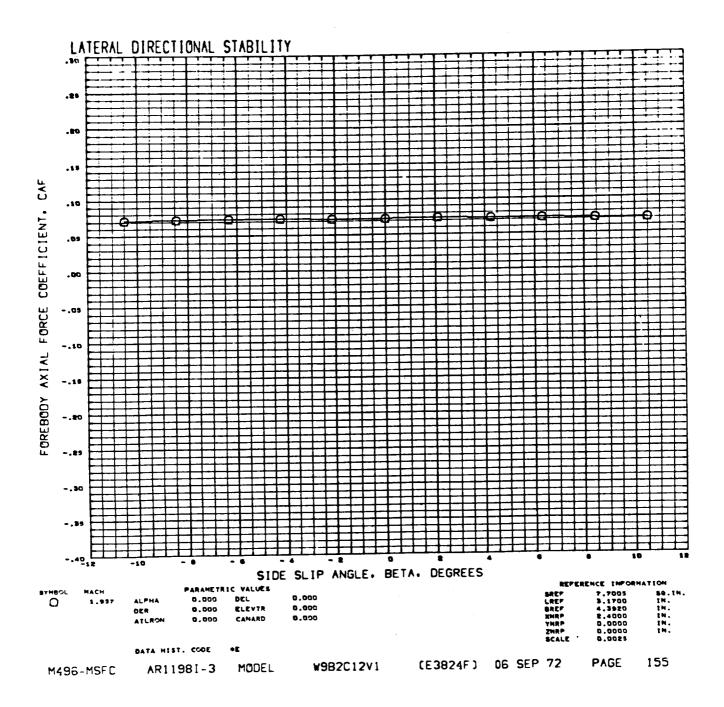


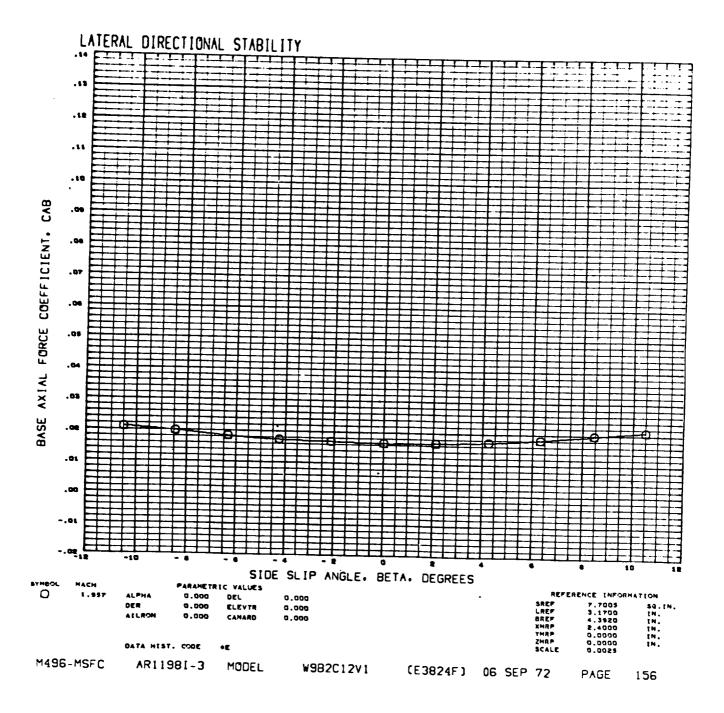


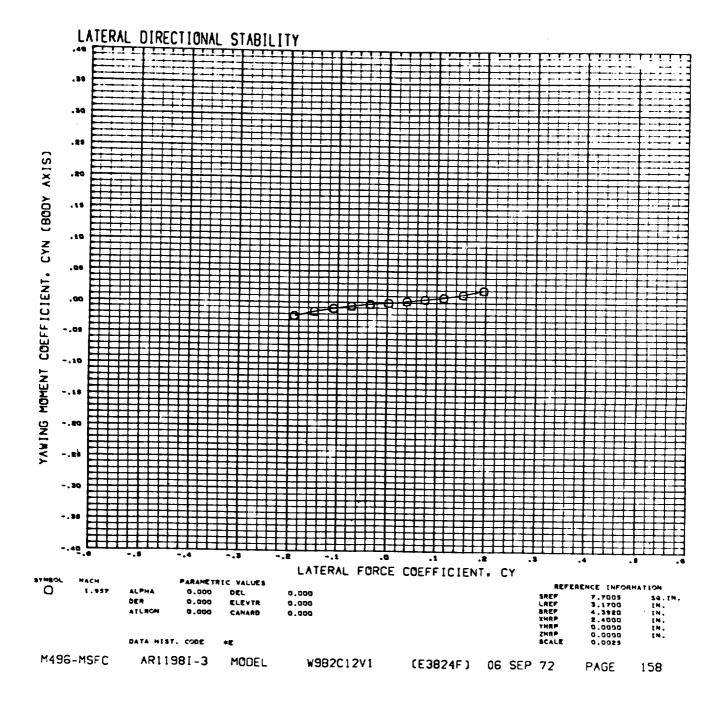
Ĺ



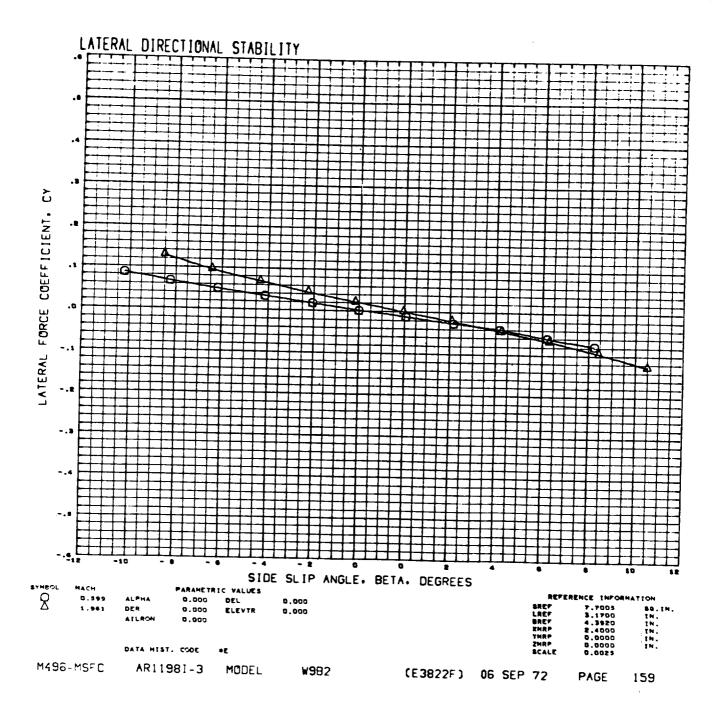




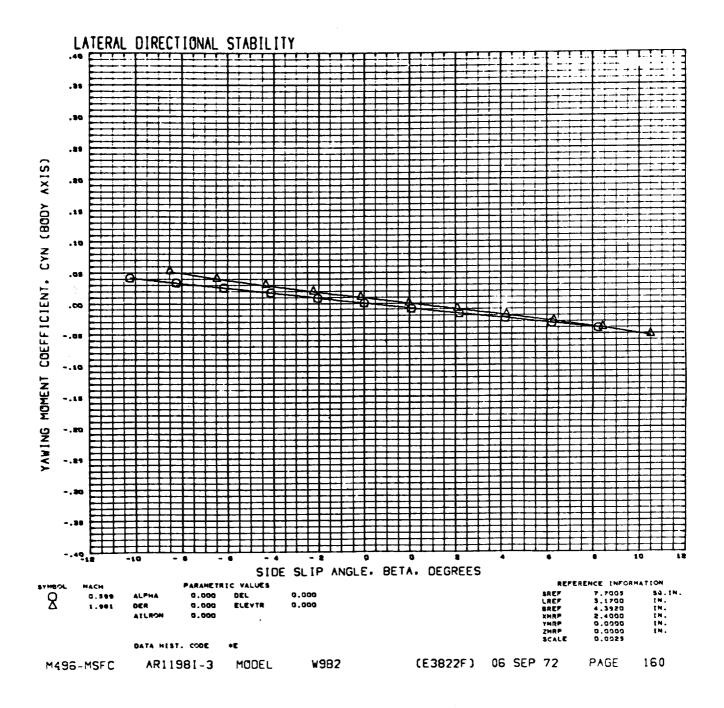


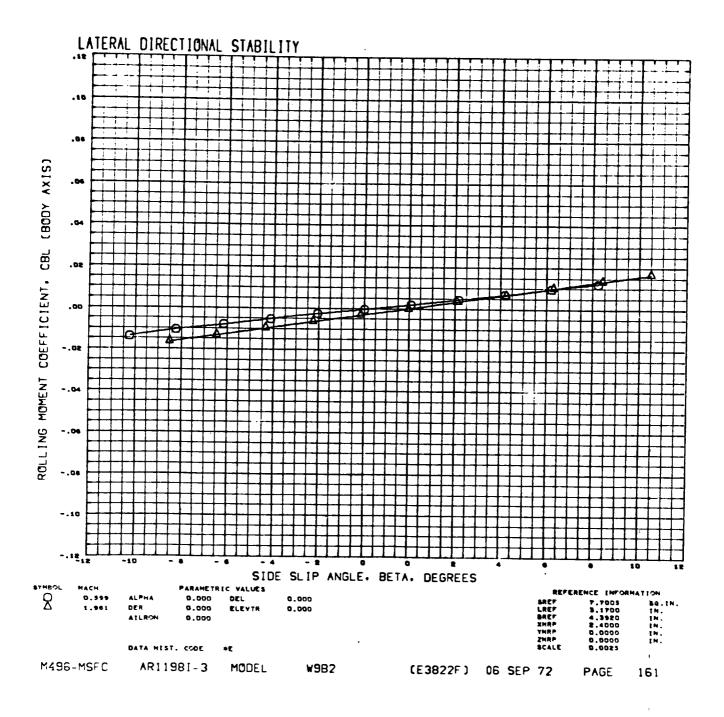


ŧ

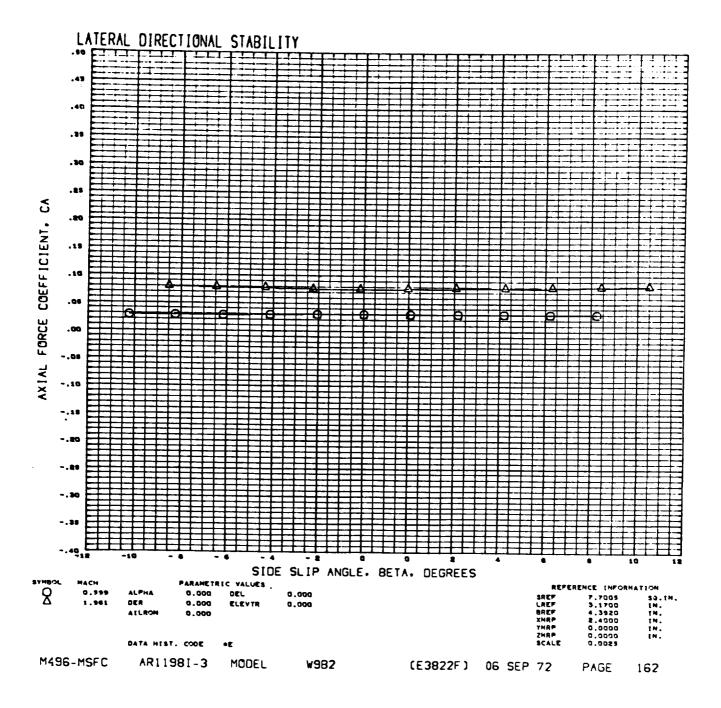


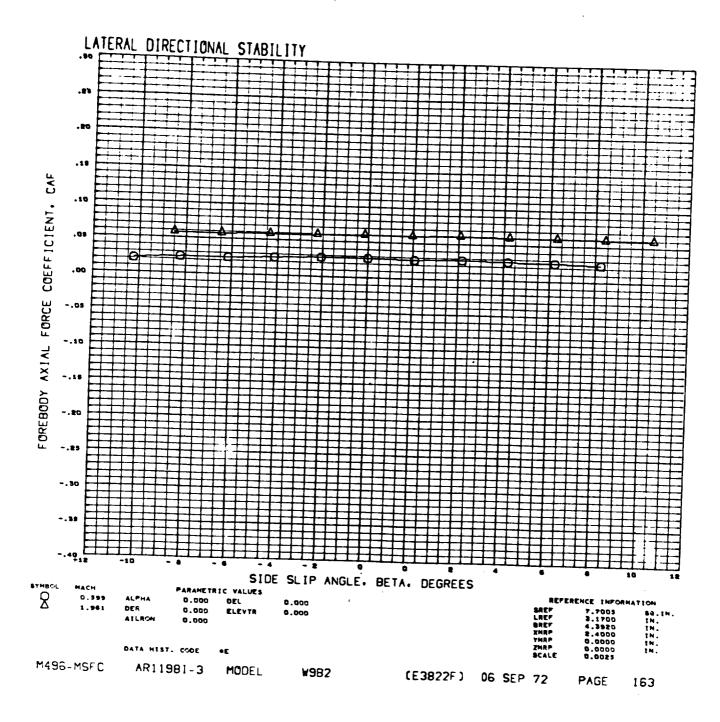
,

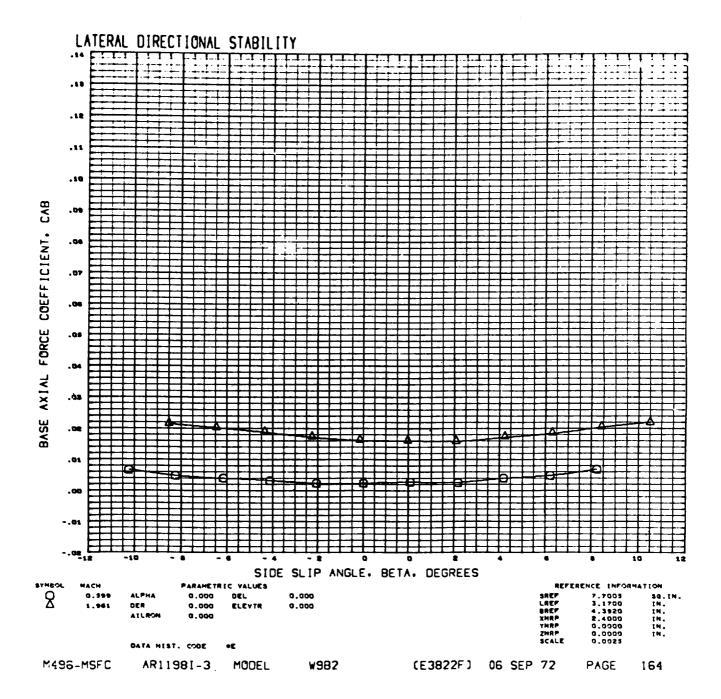


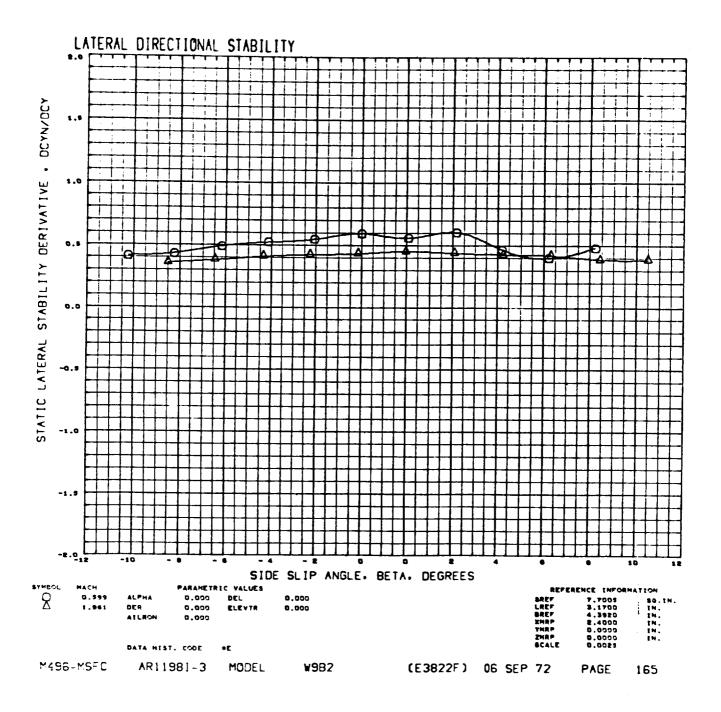


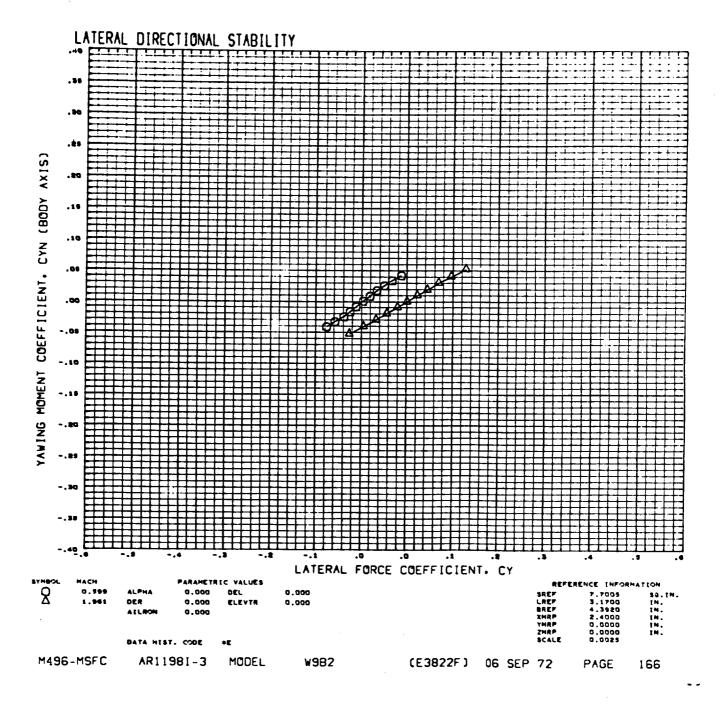
}

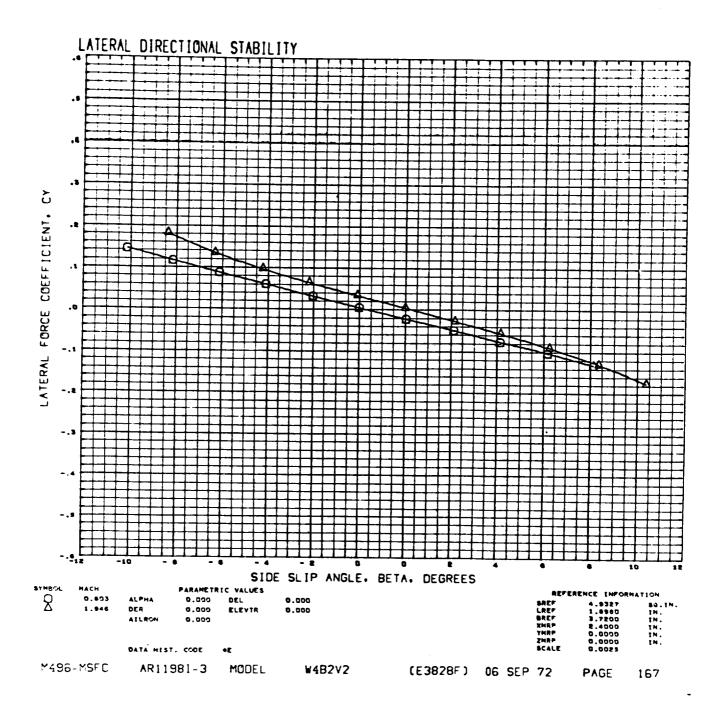


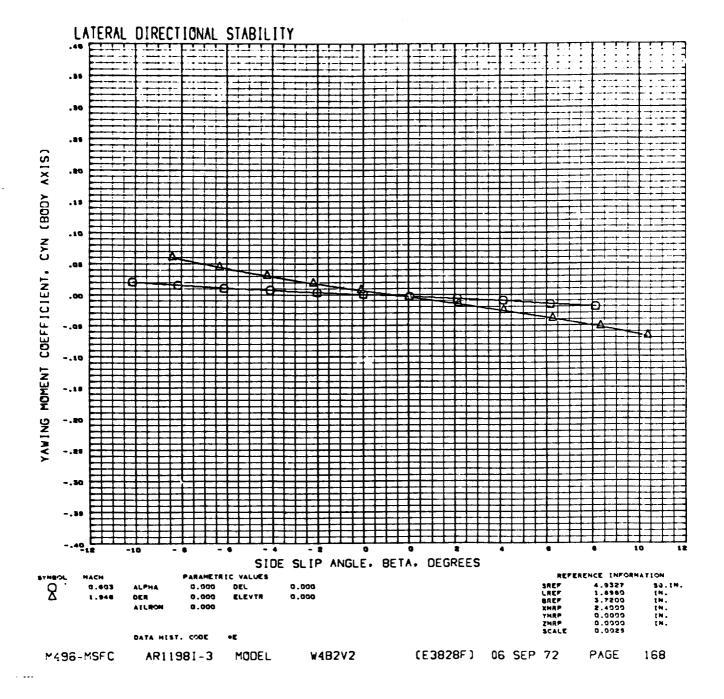


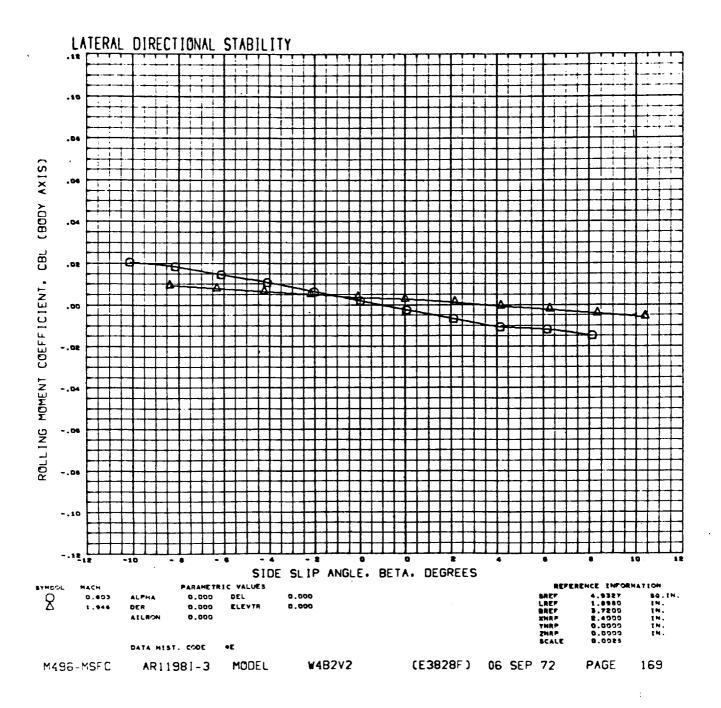


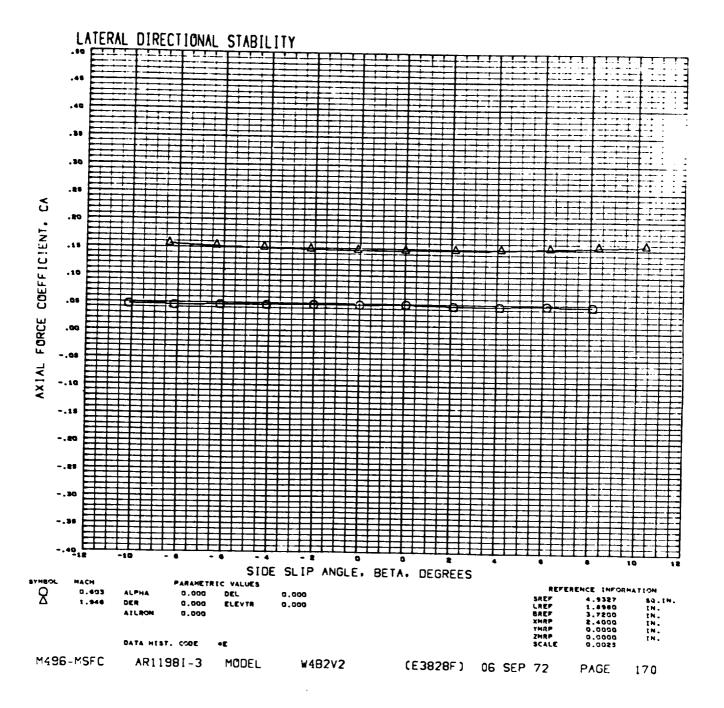


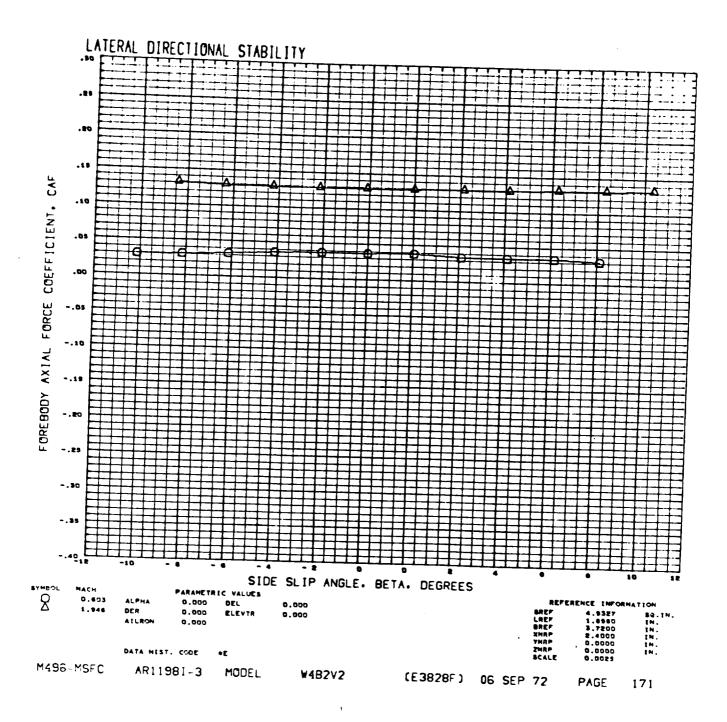


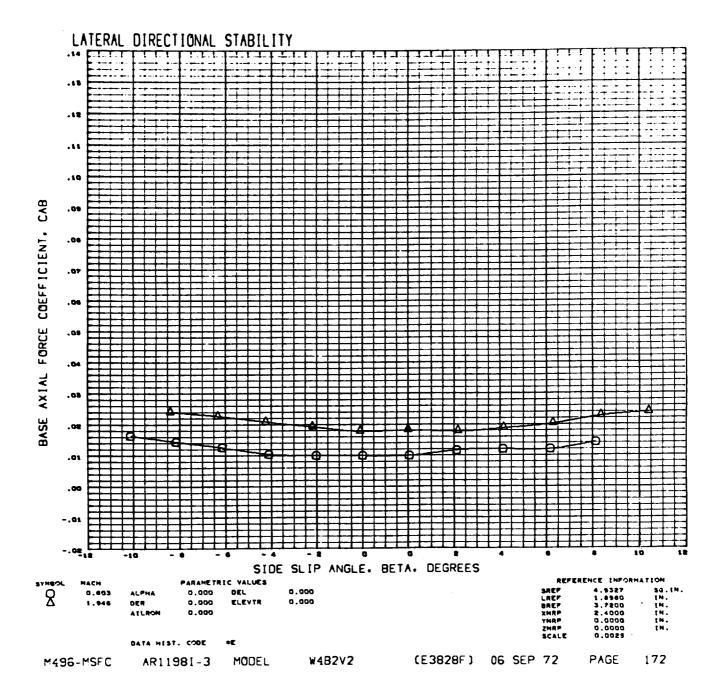


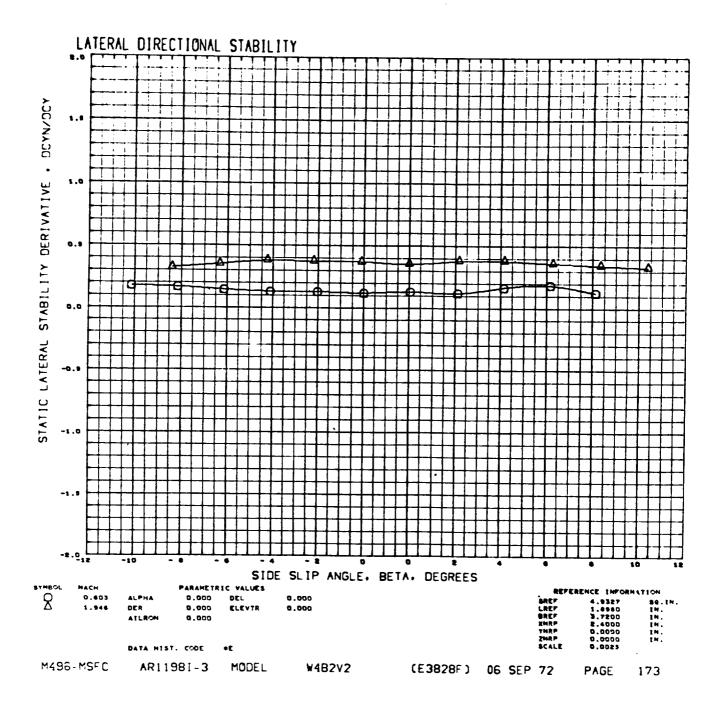


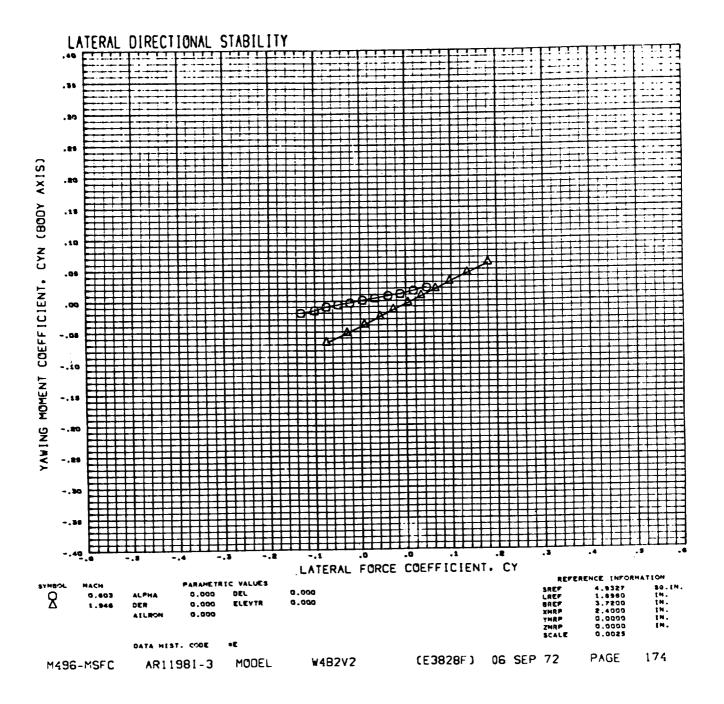


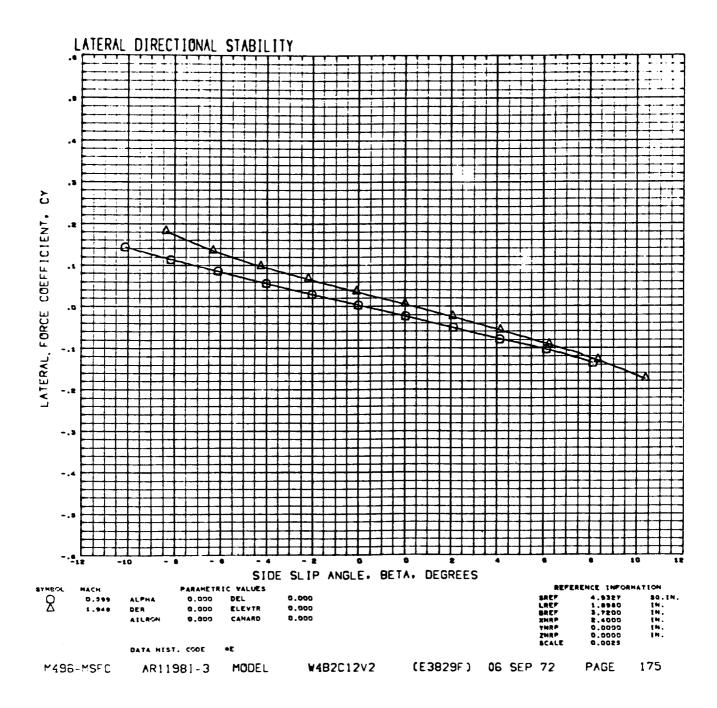


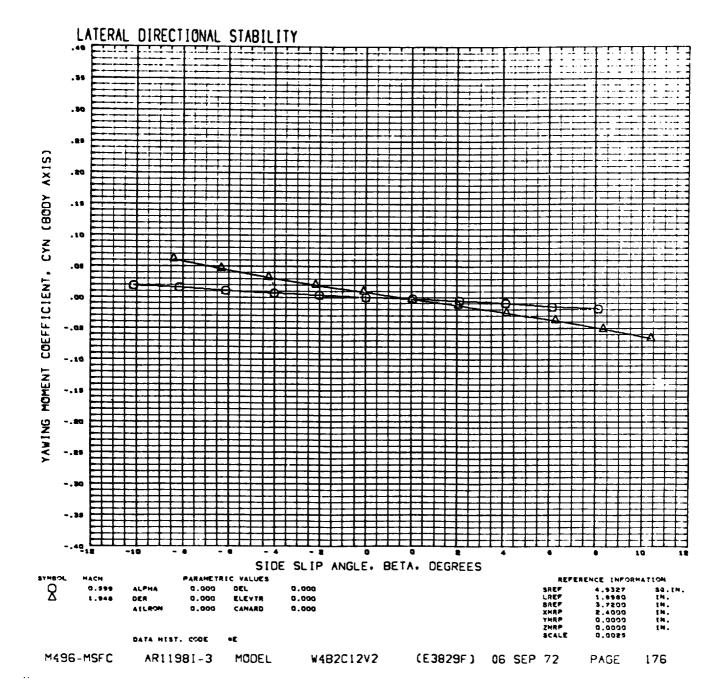


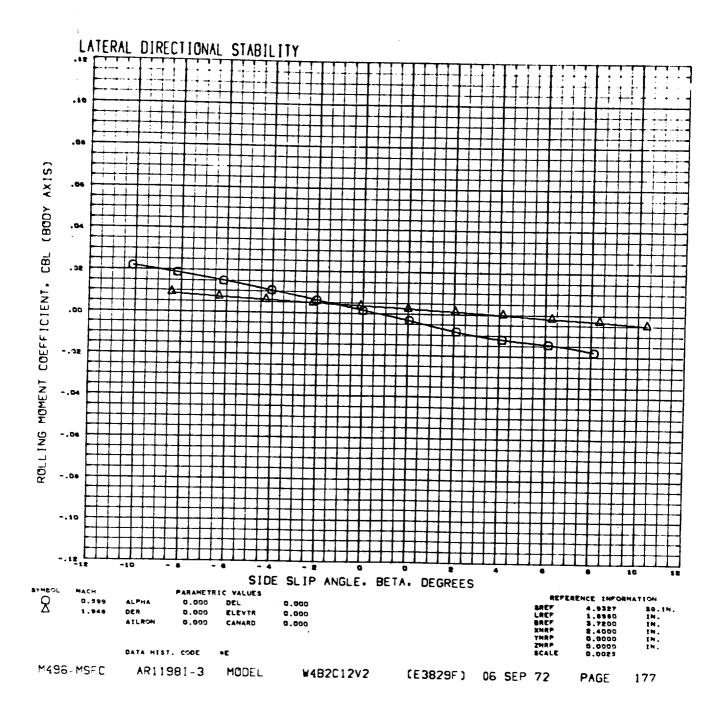


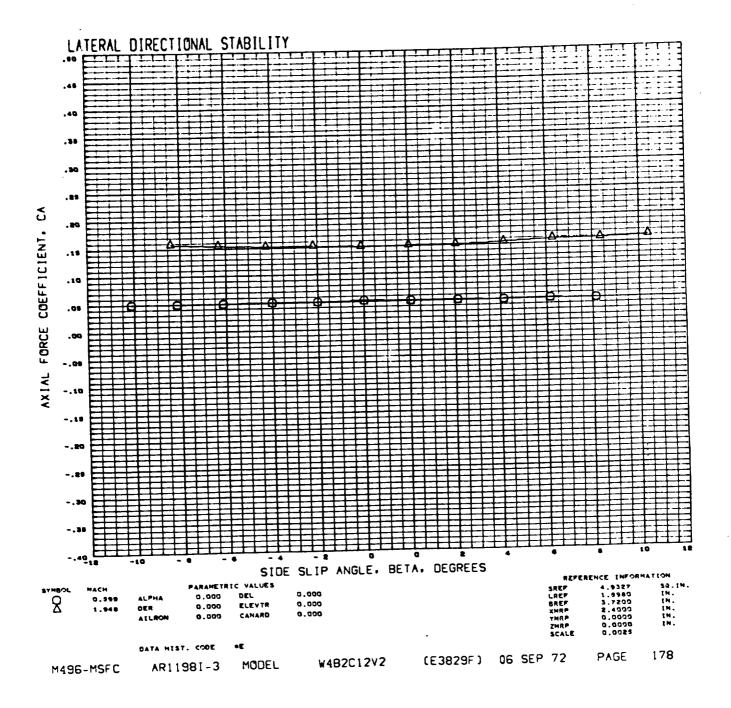


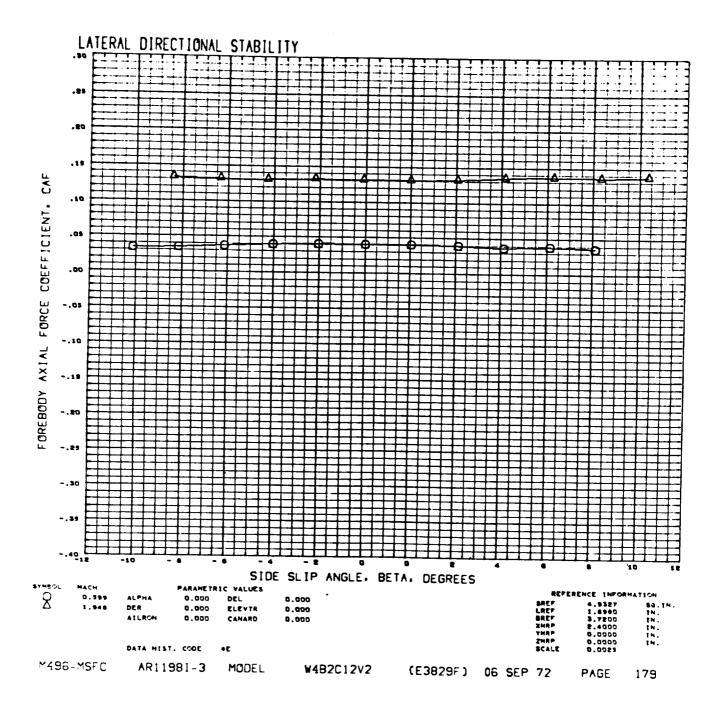


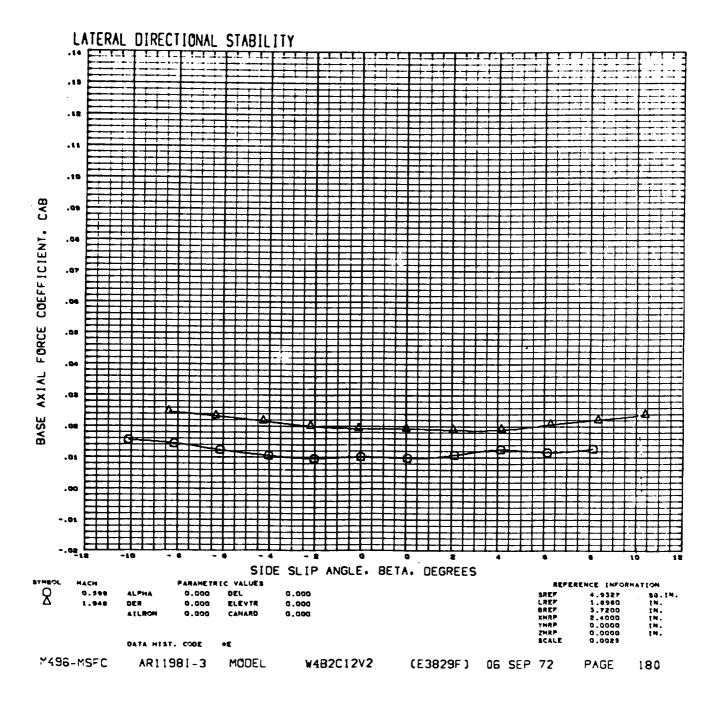


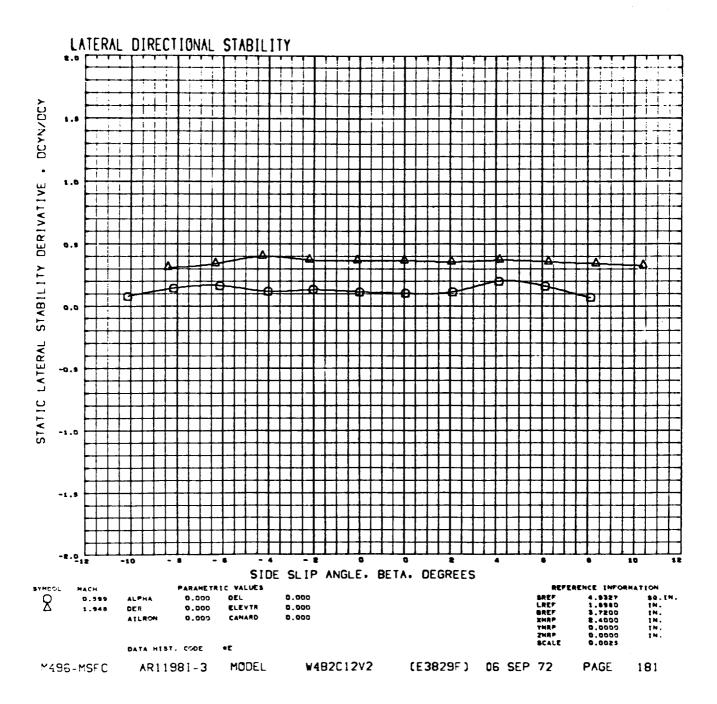


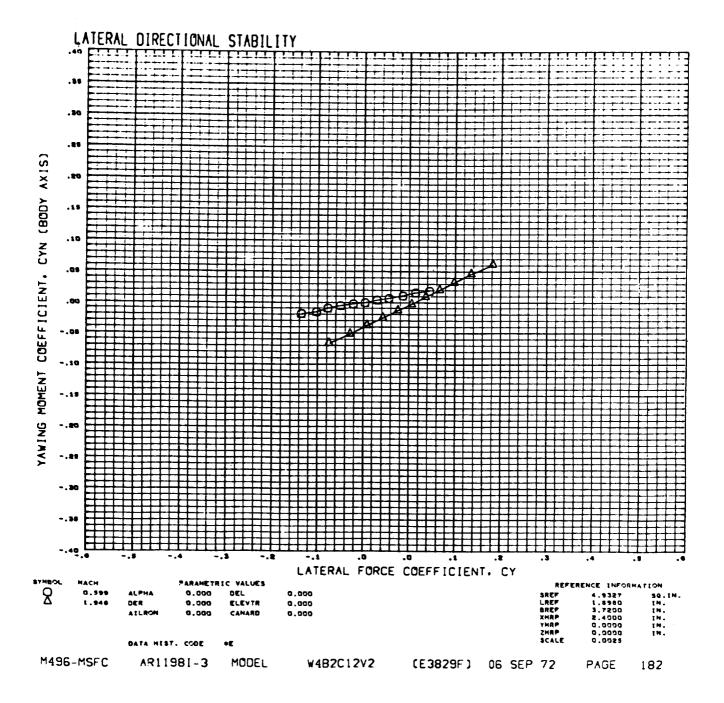


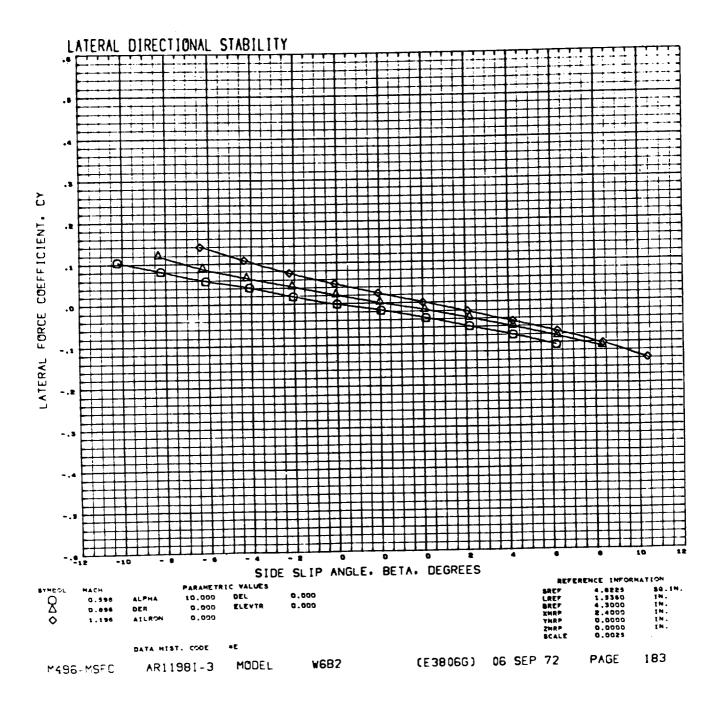


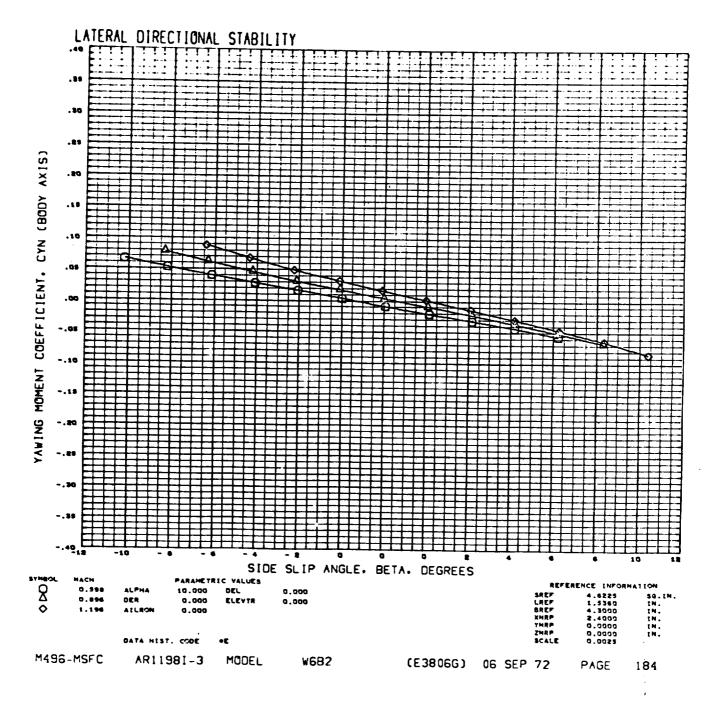


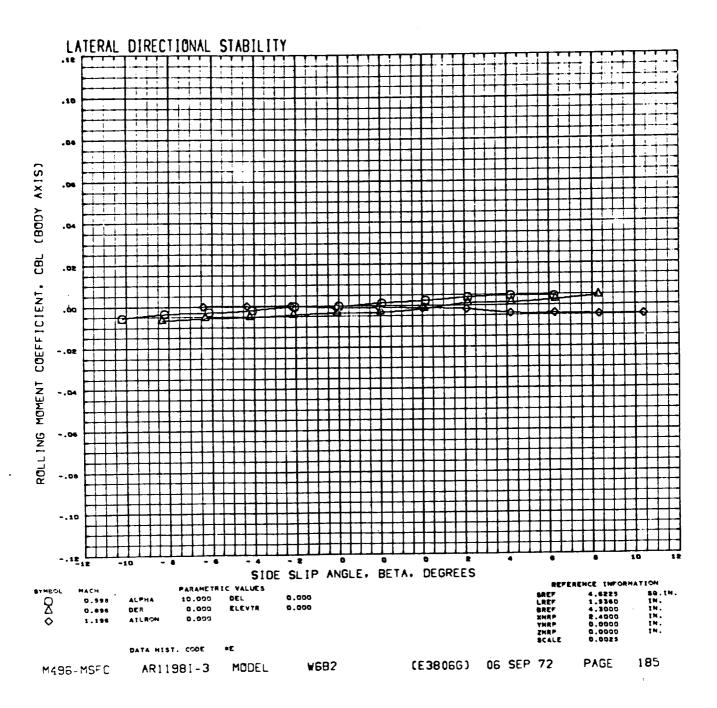




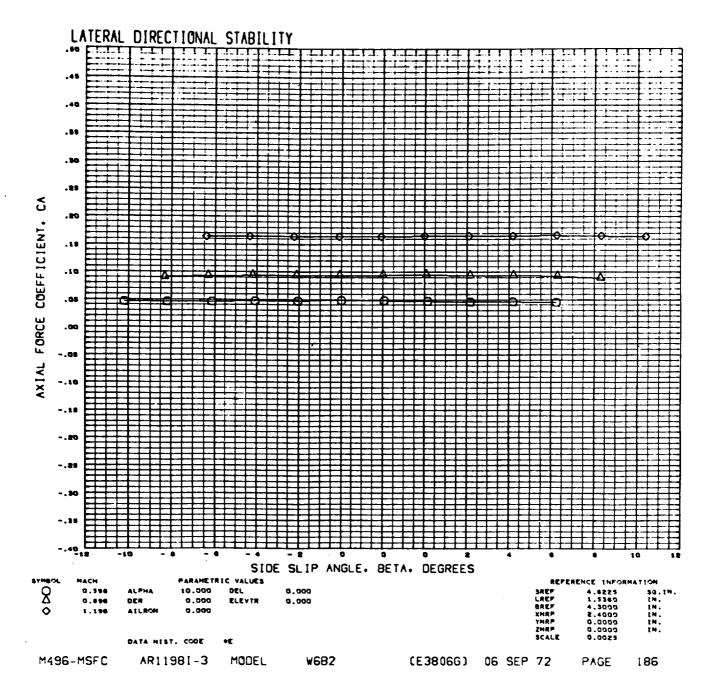




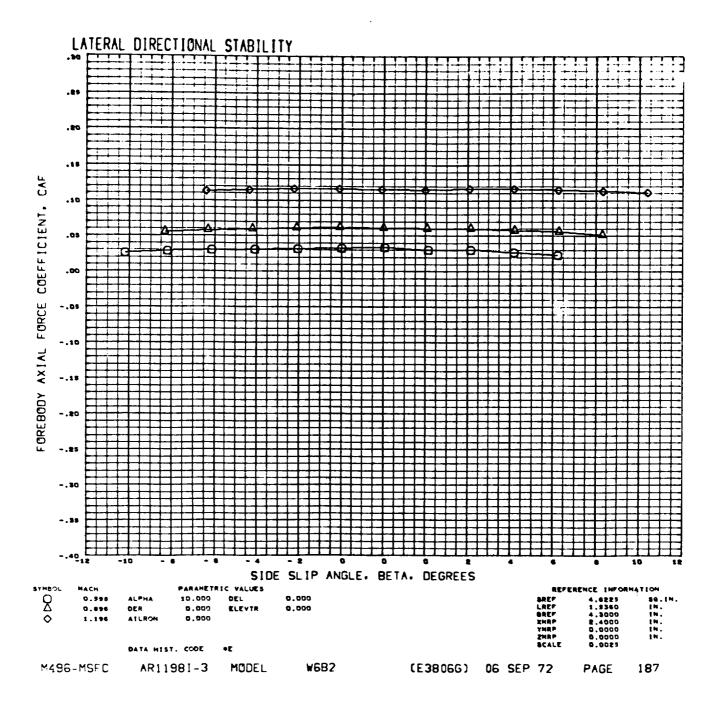


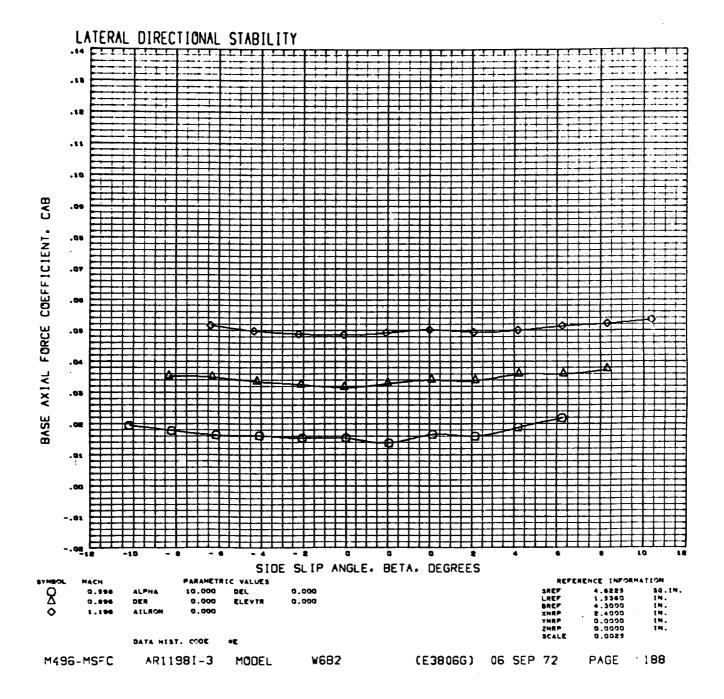


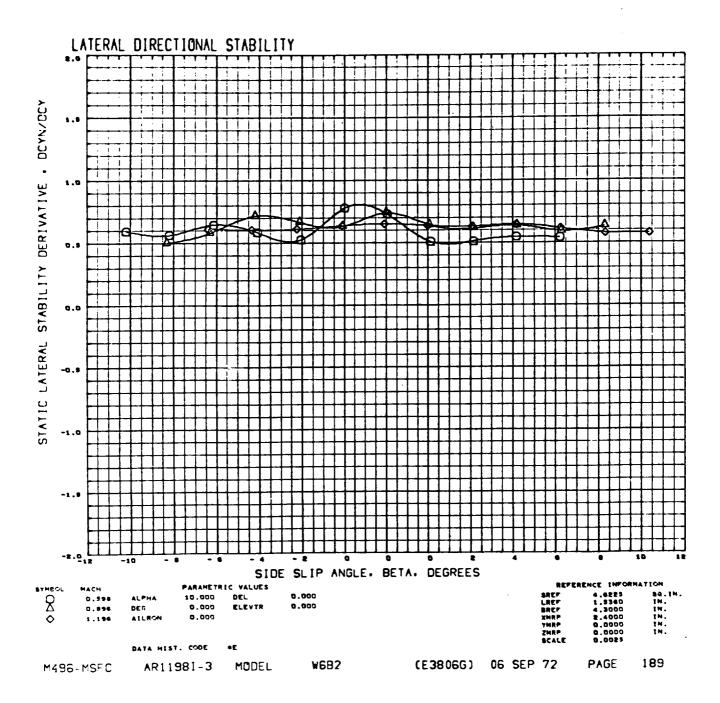
)

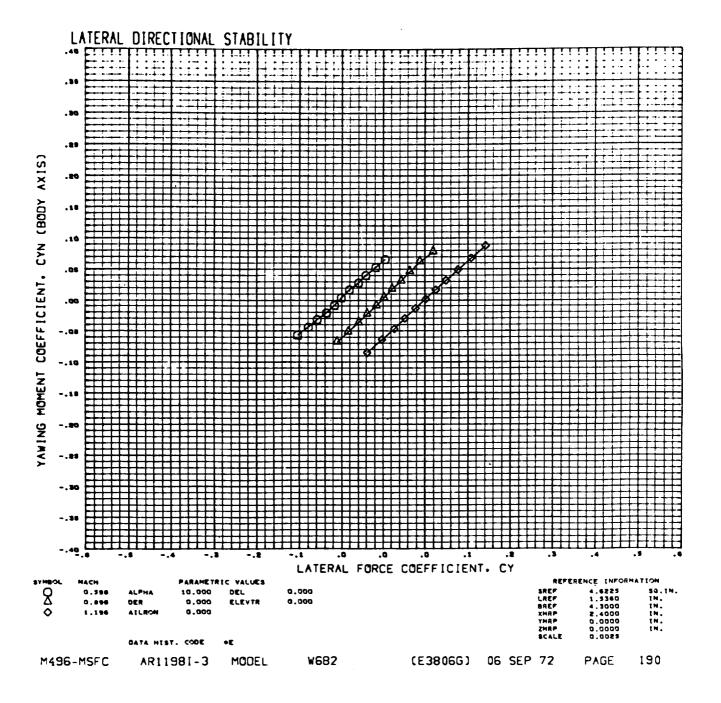


ſ

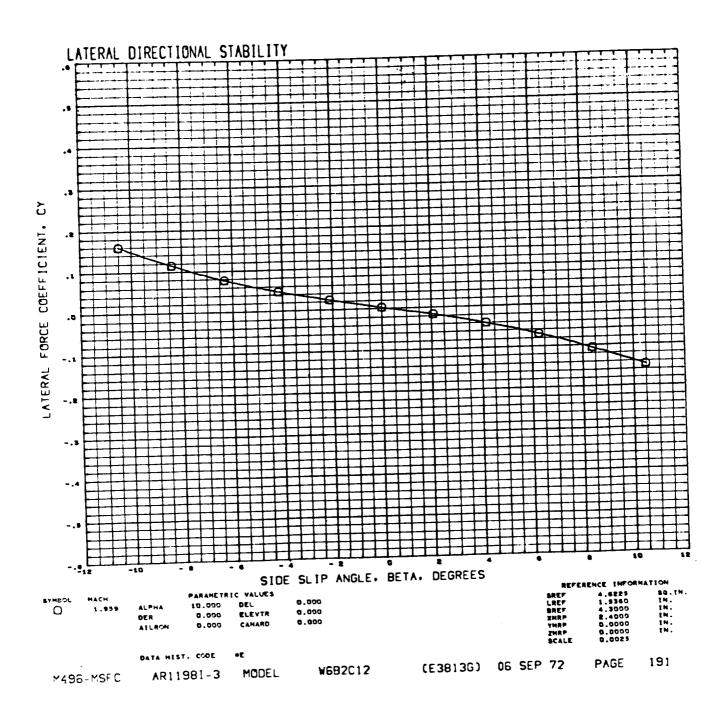


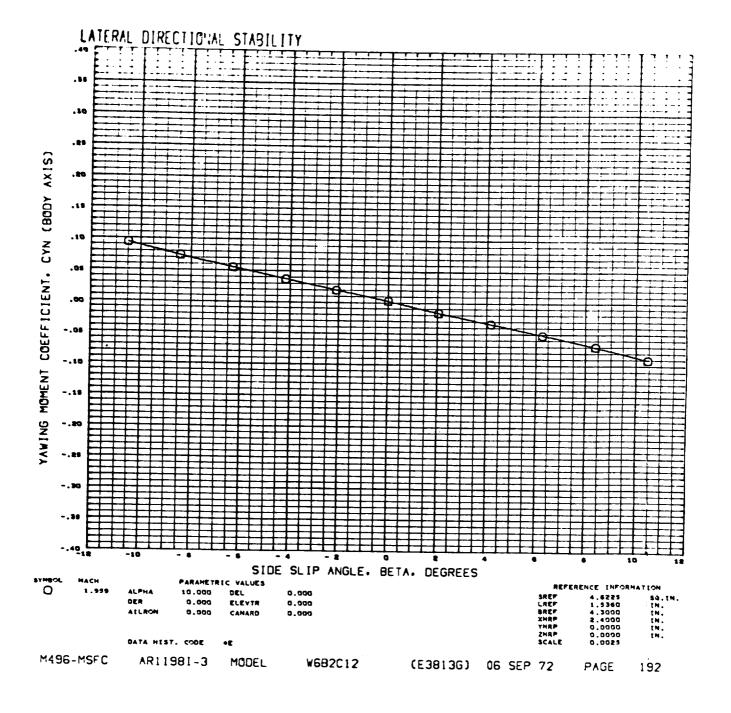


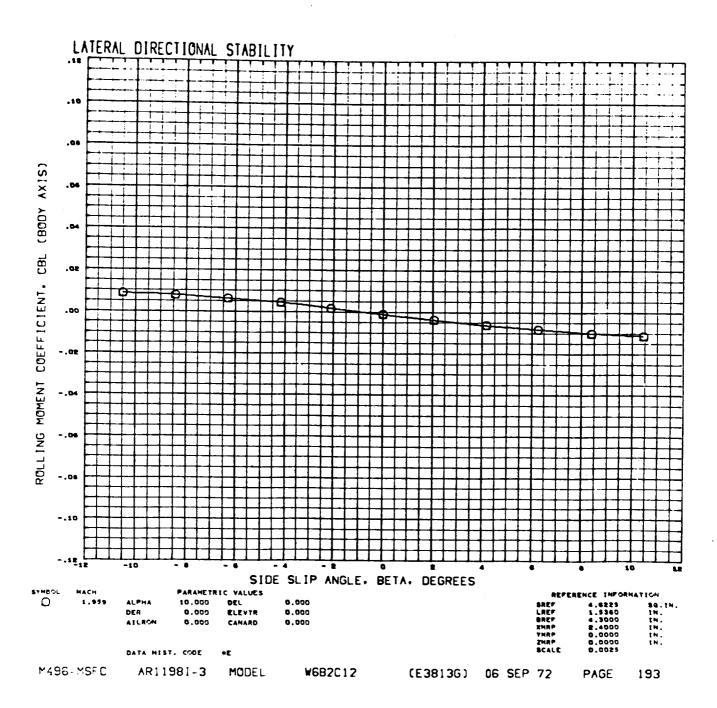


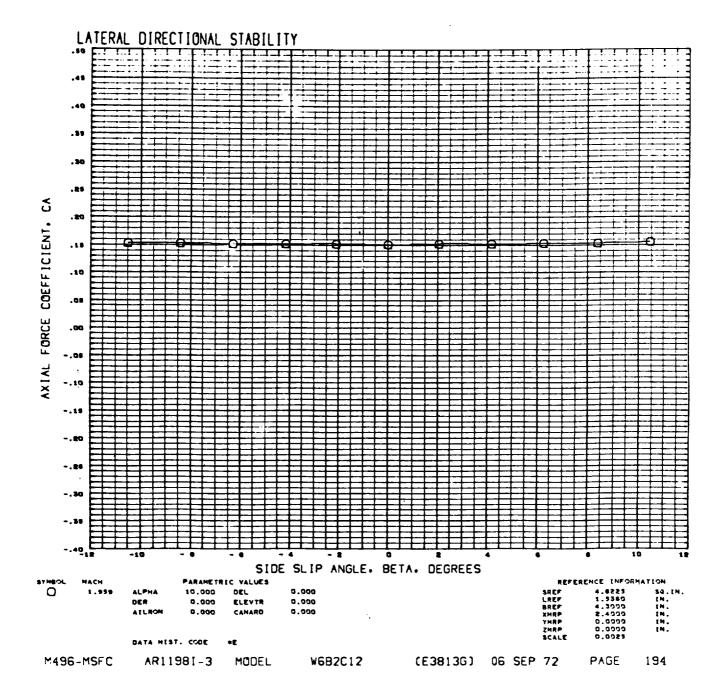


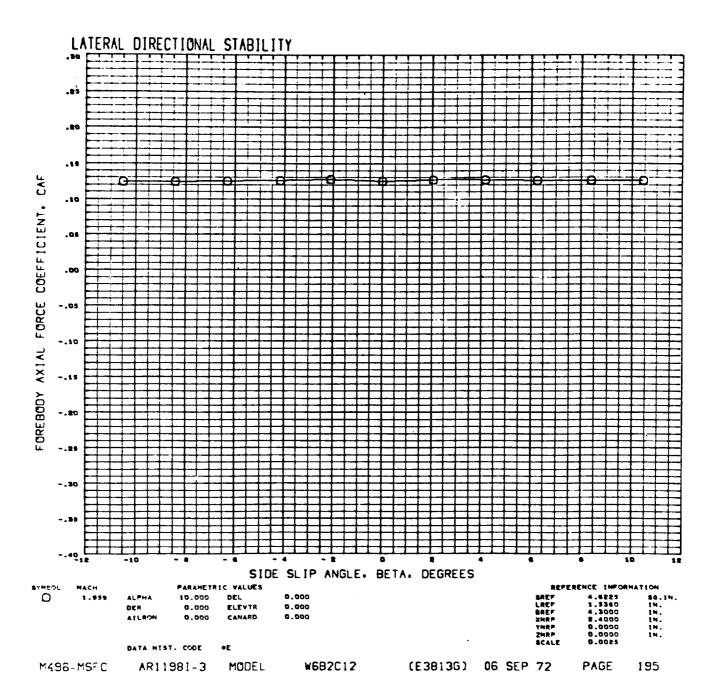


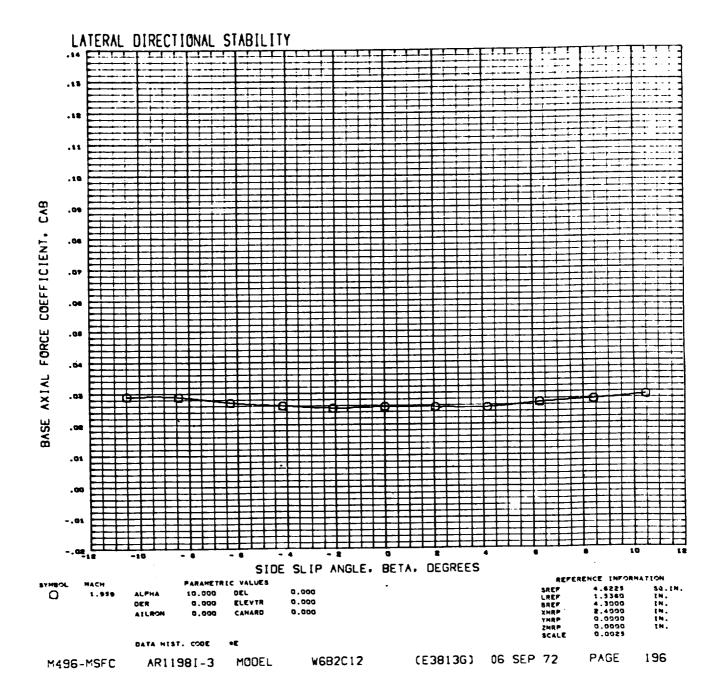


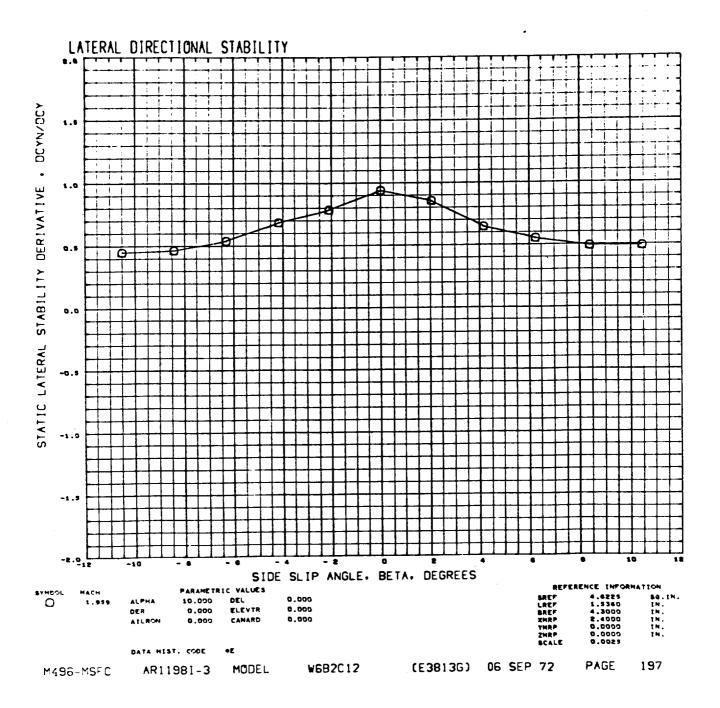


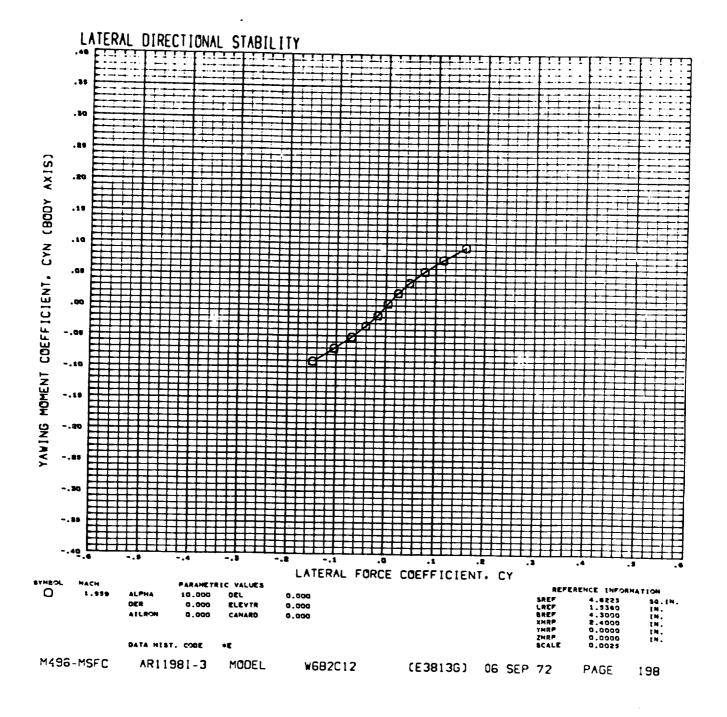


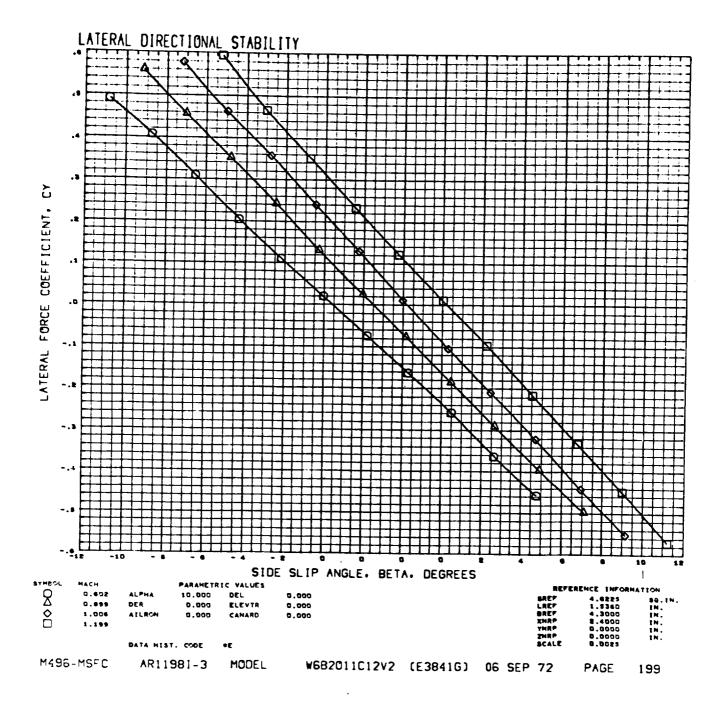


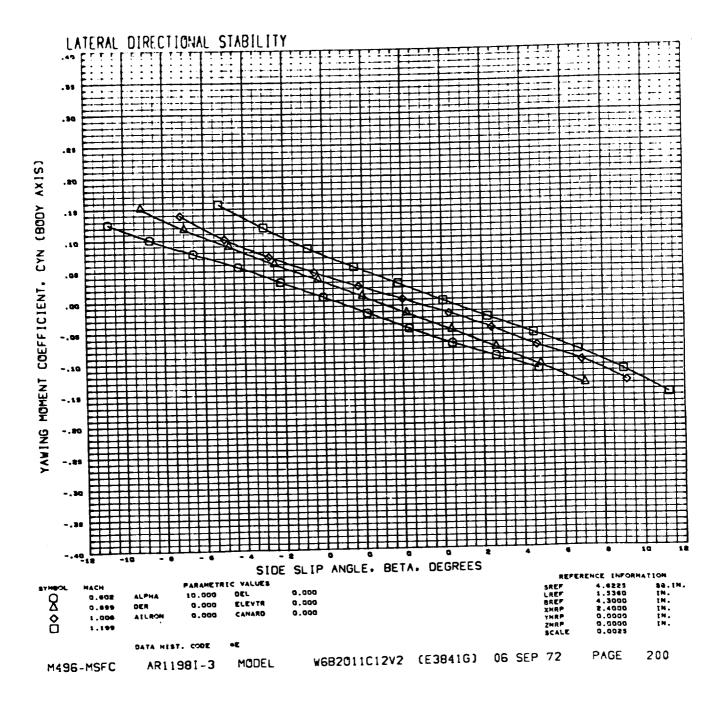


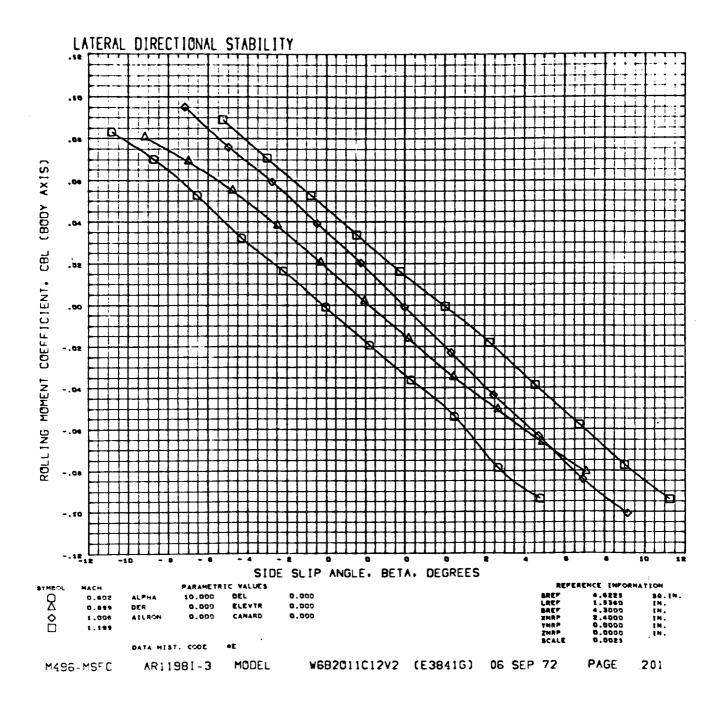


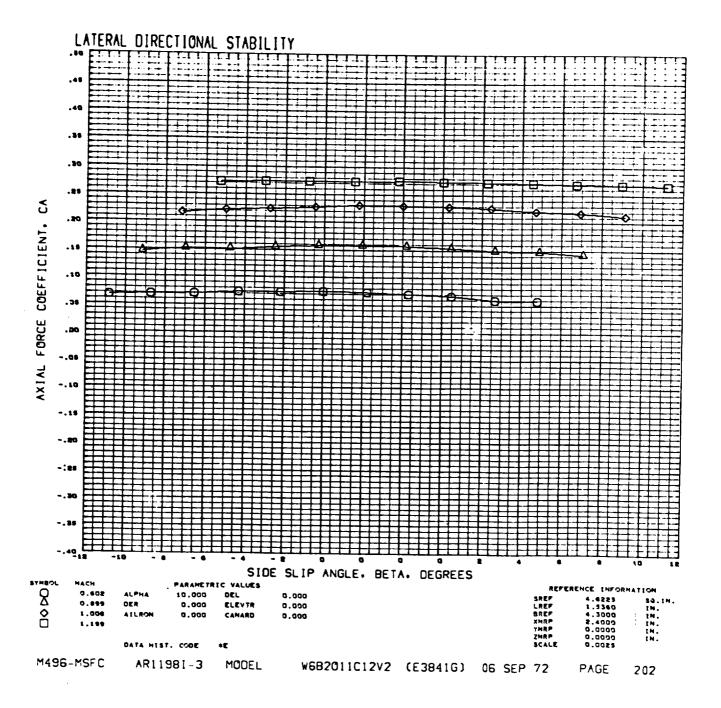


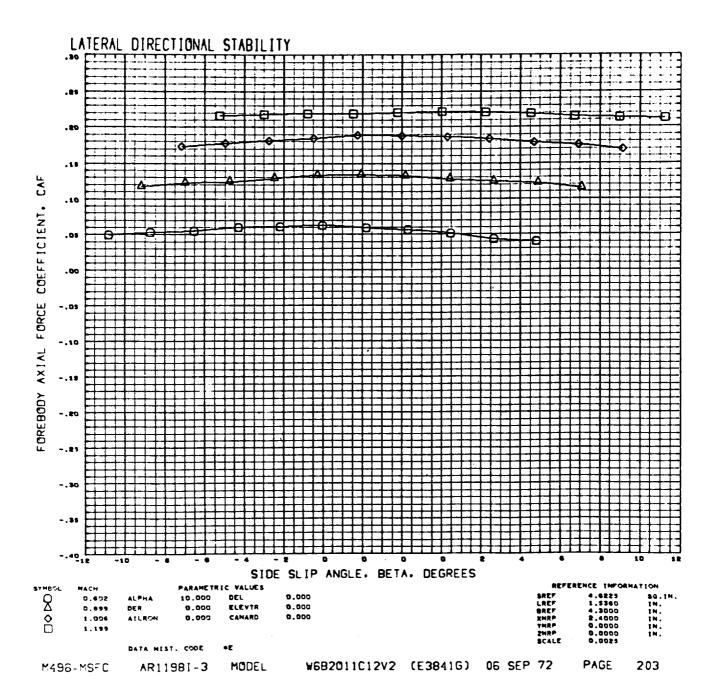


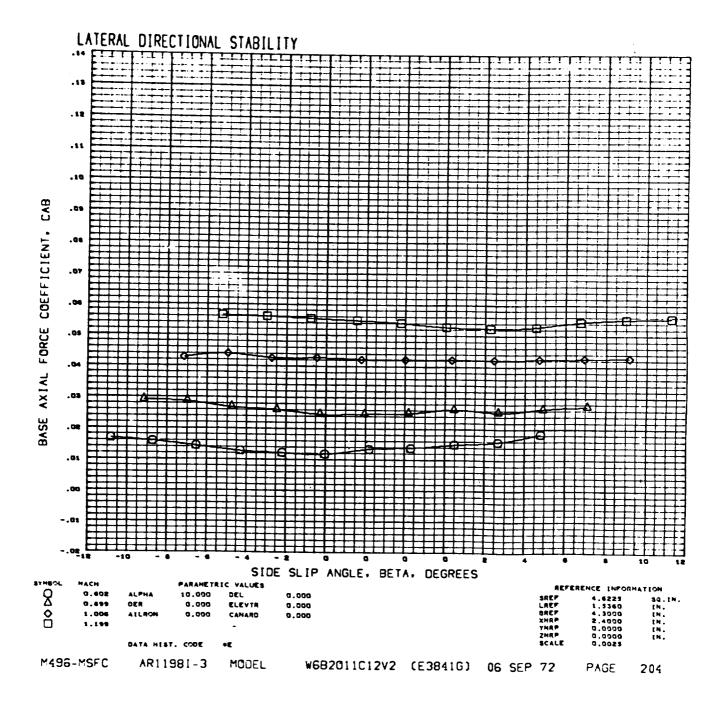


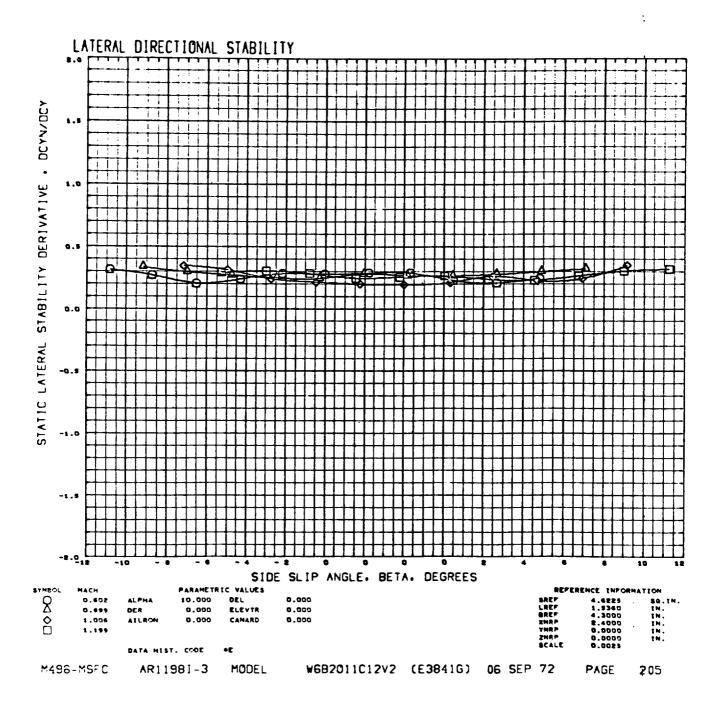


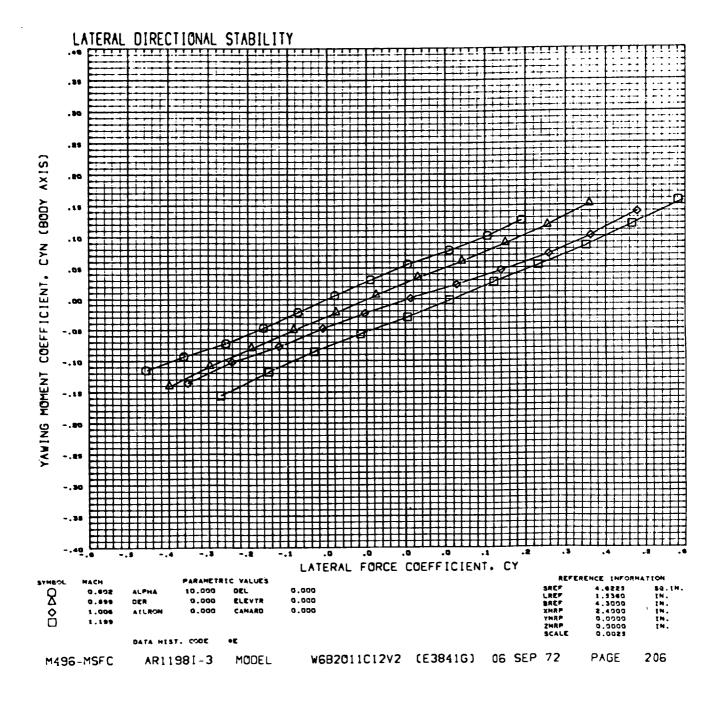


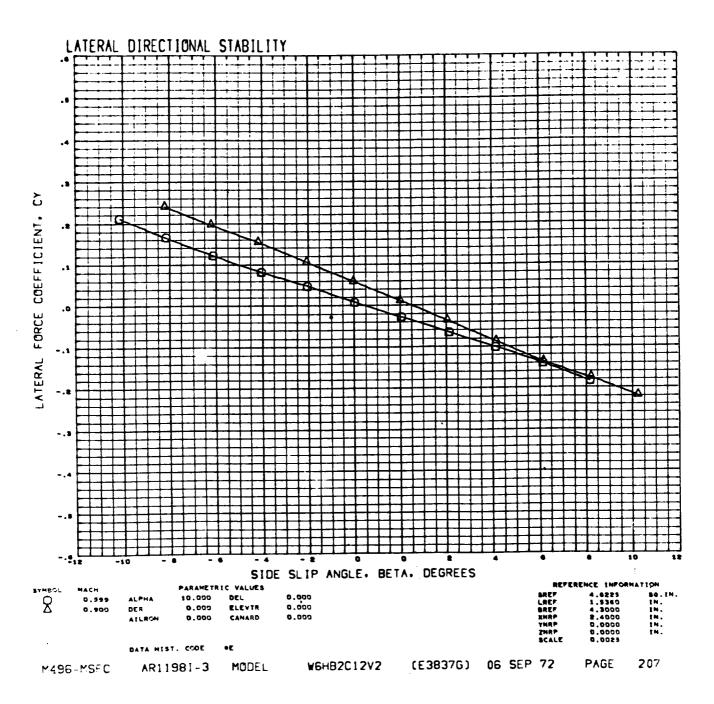


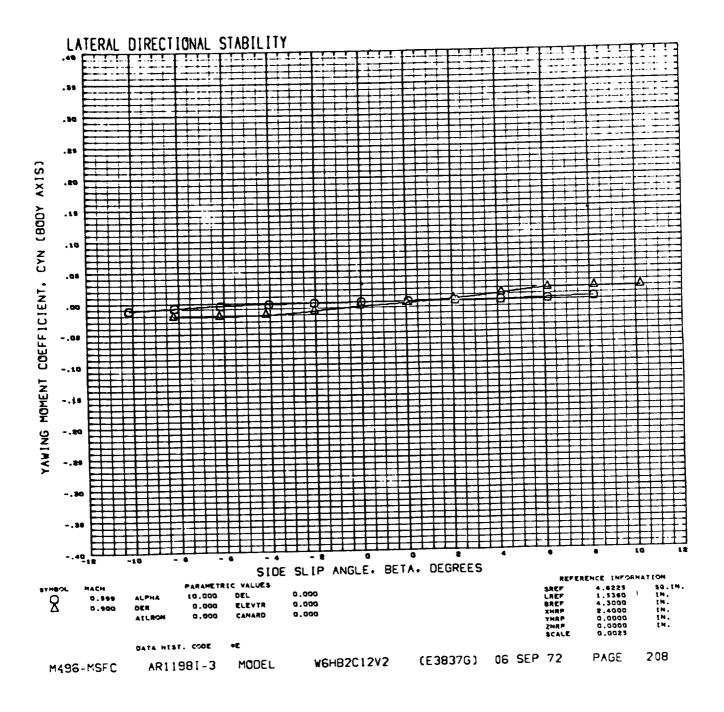




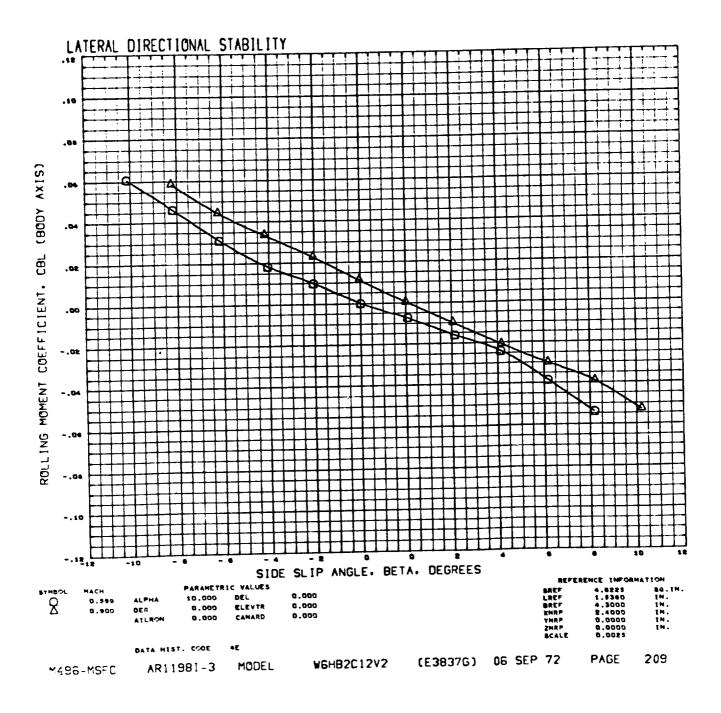


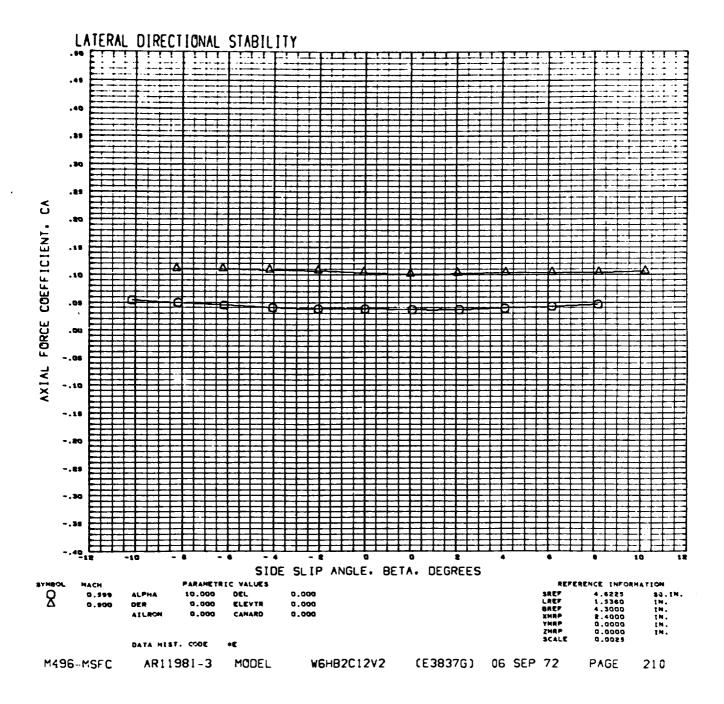




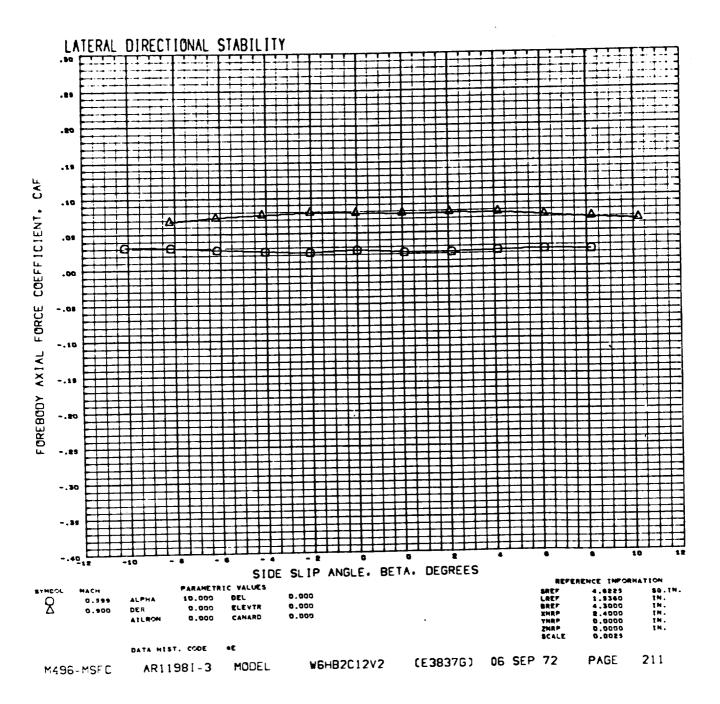


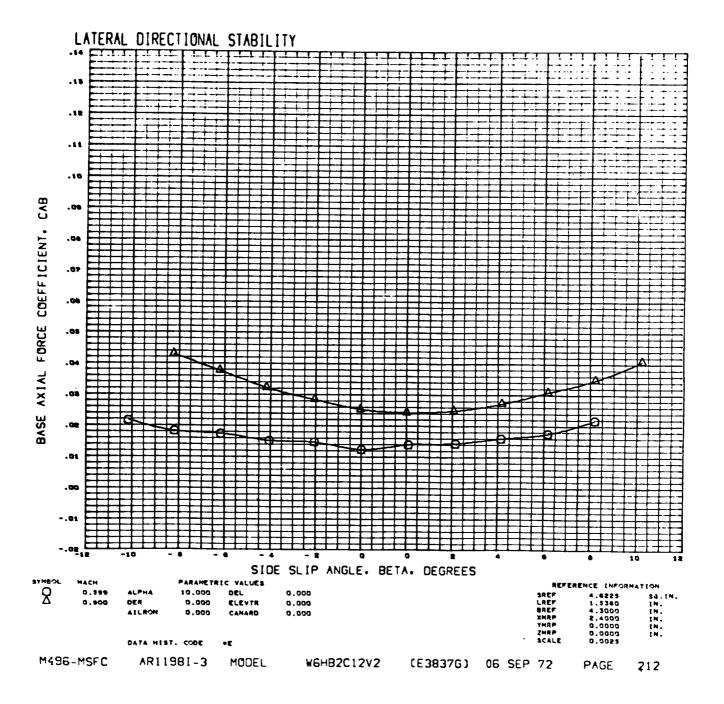
(

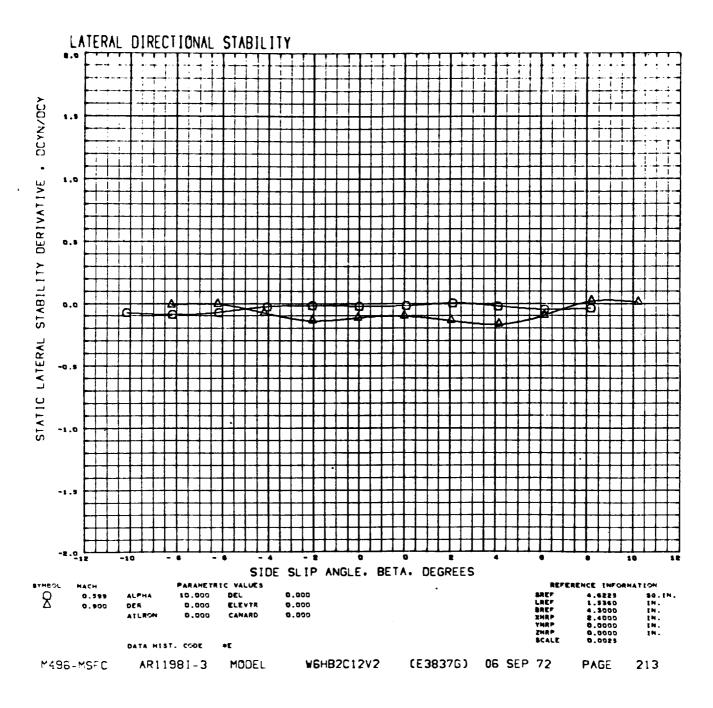




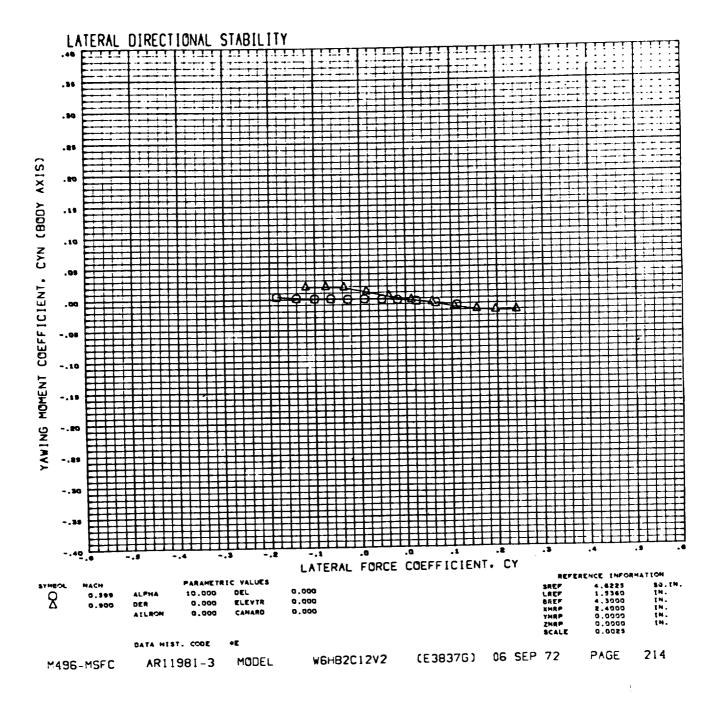
(



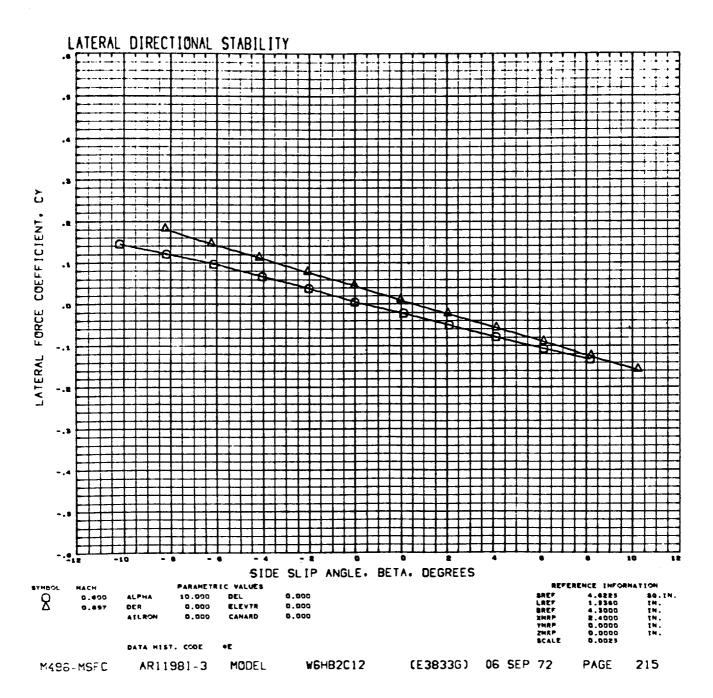


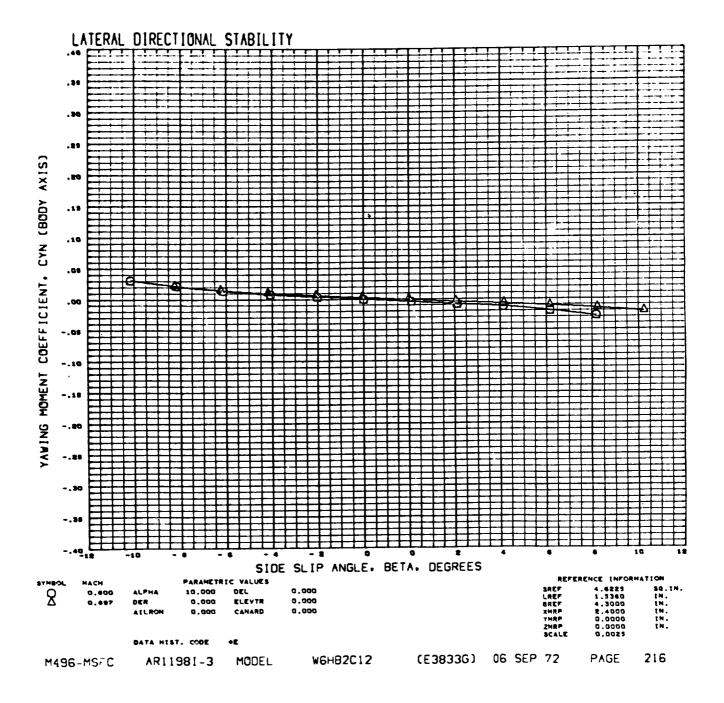


)

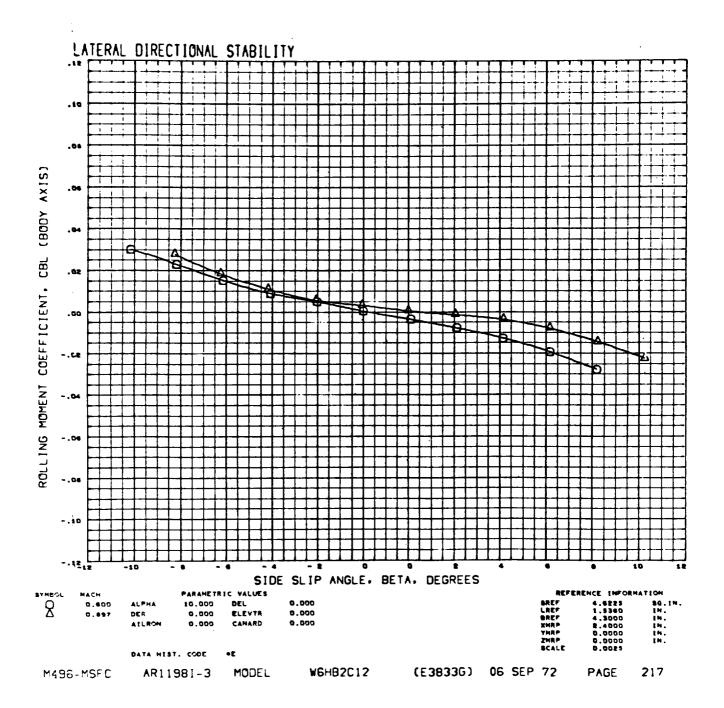


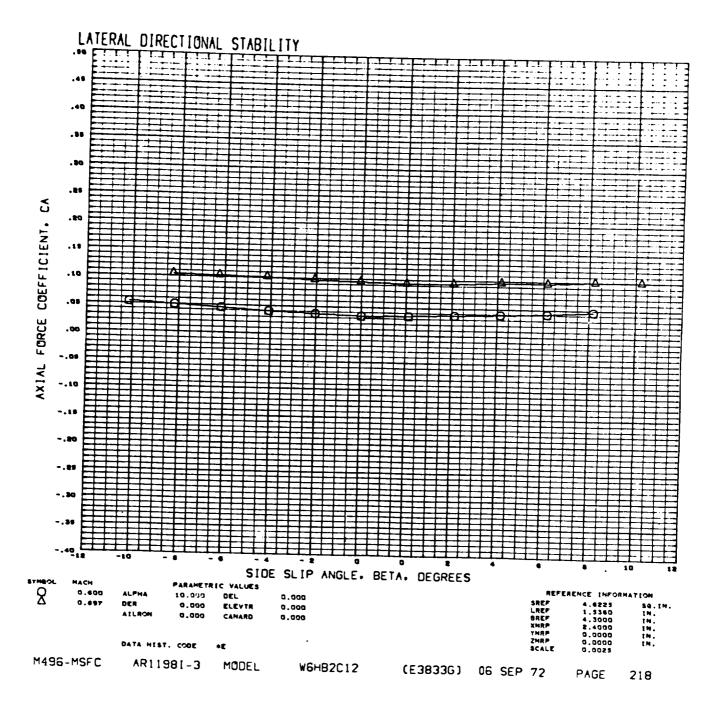
(



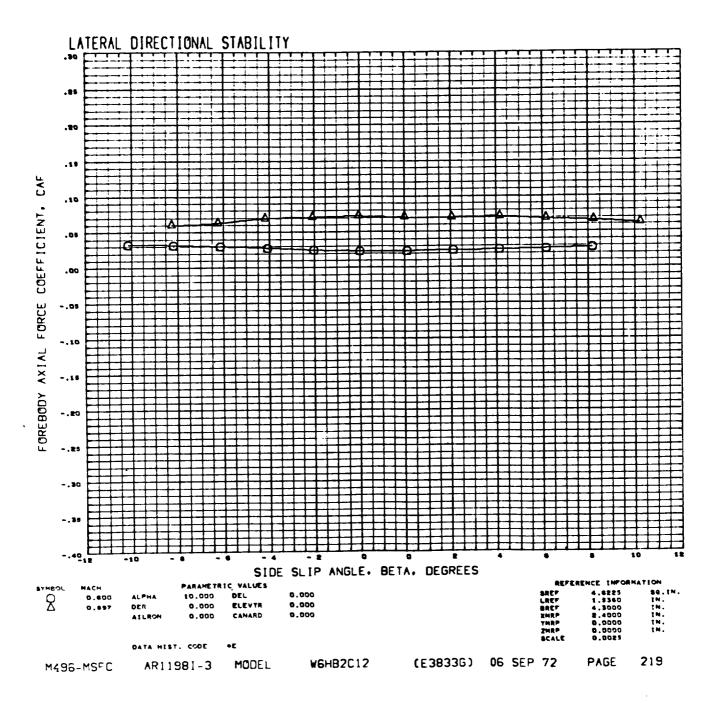


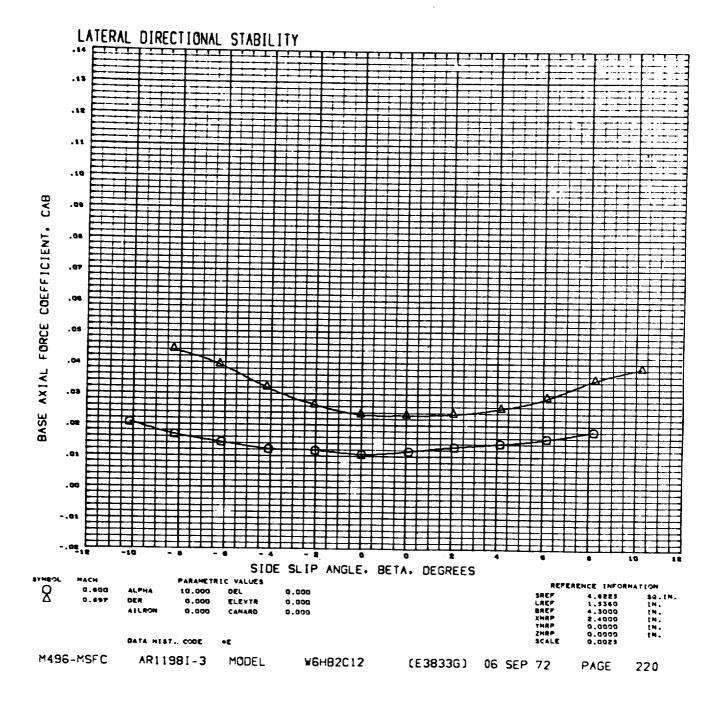
)

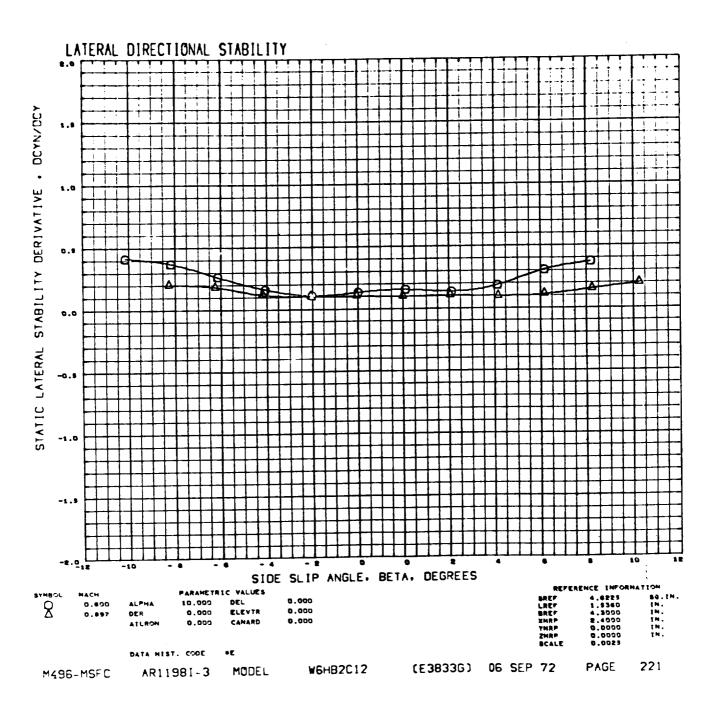


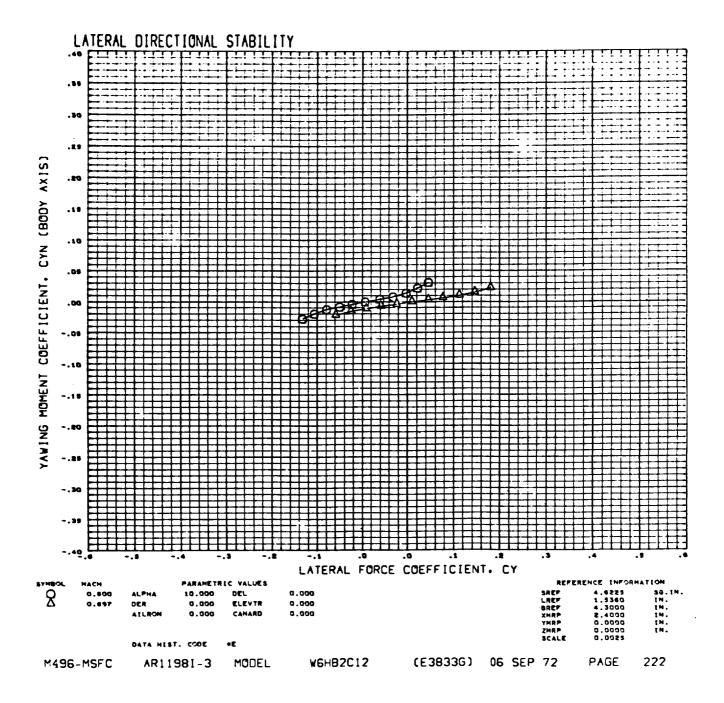


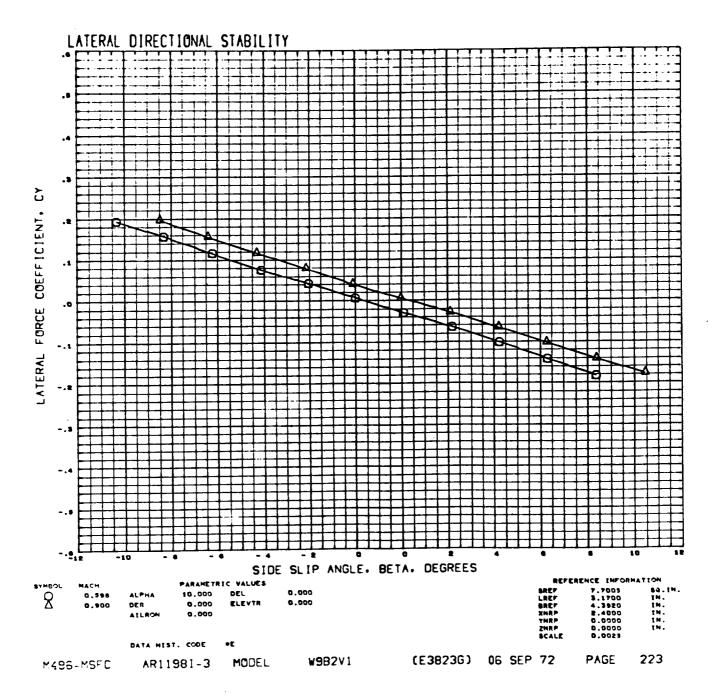
i

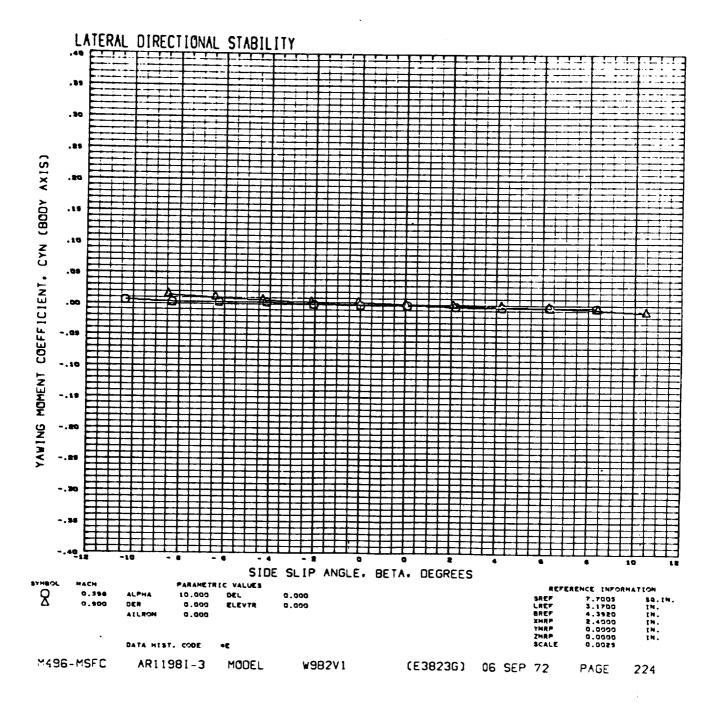


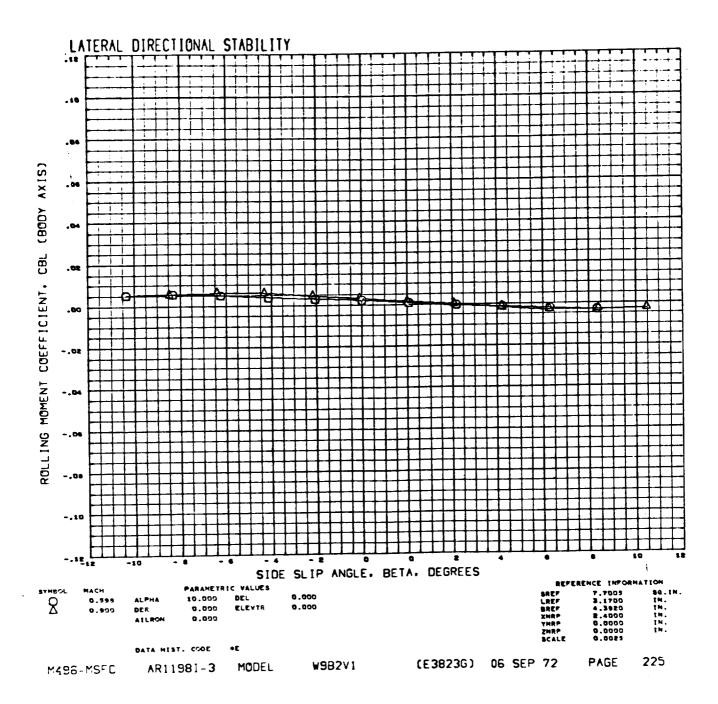


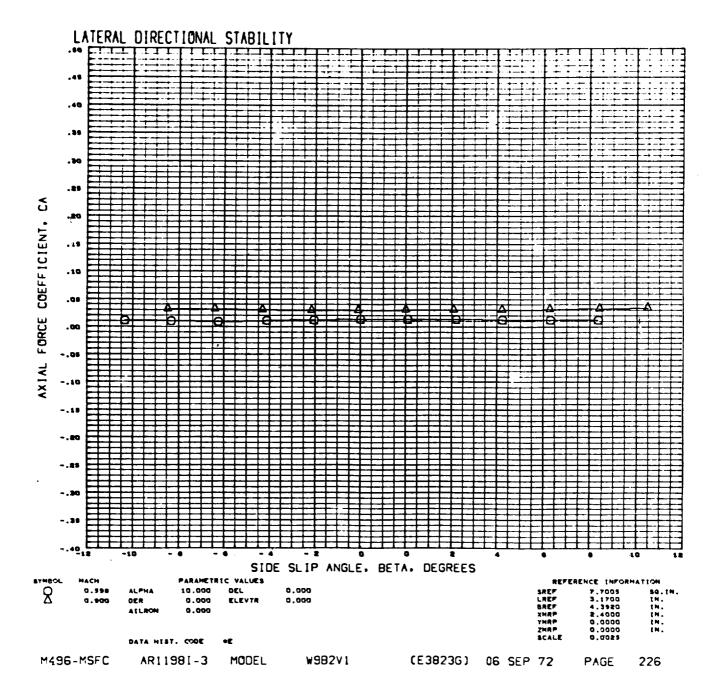


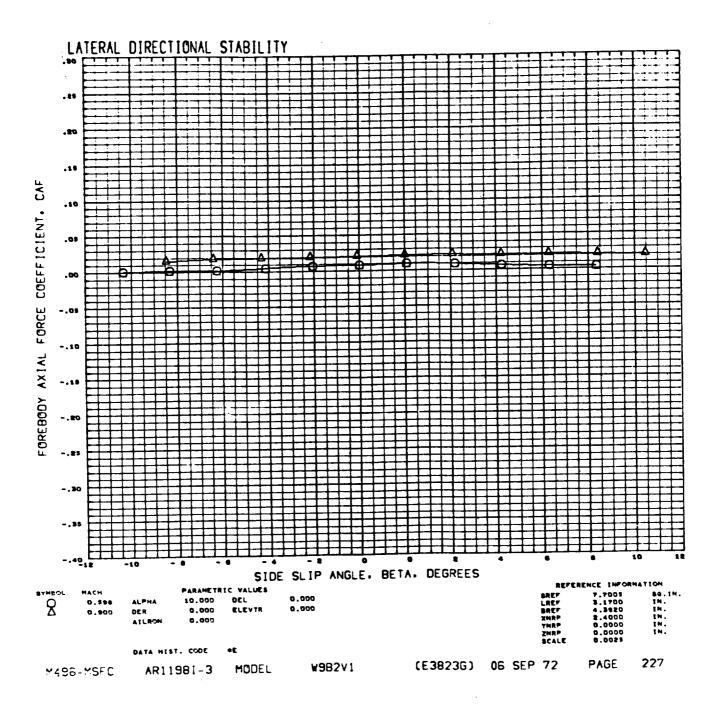


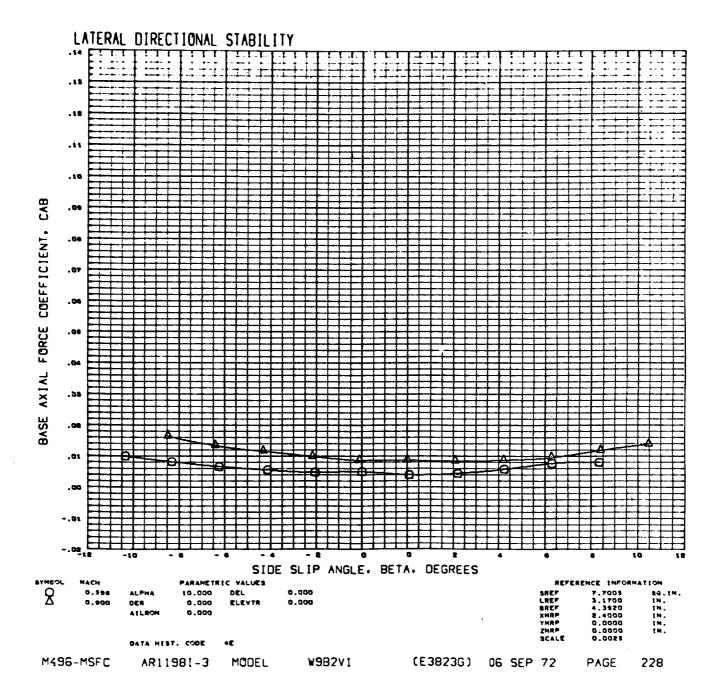


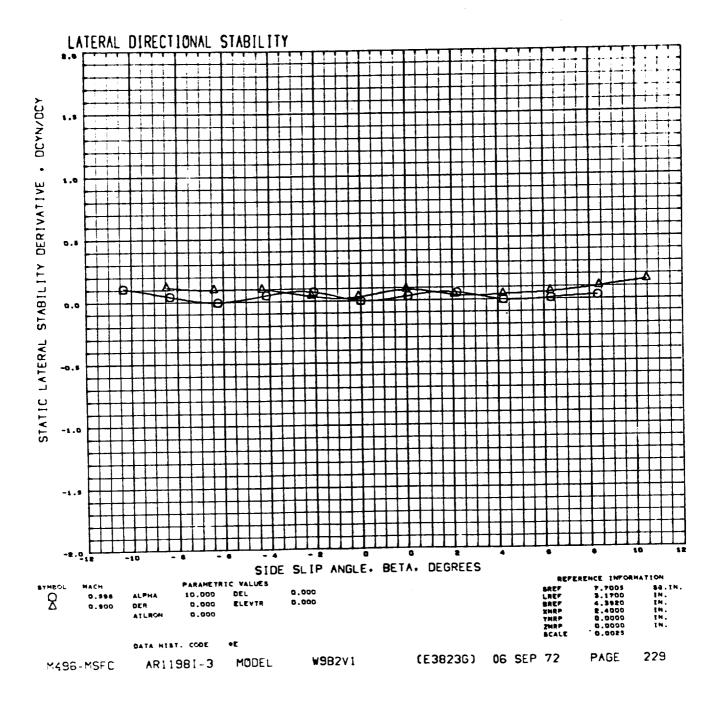


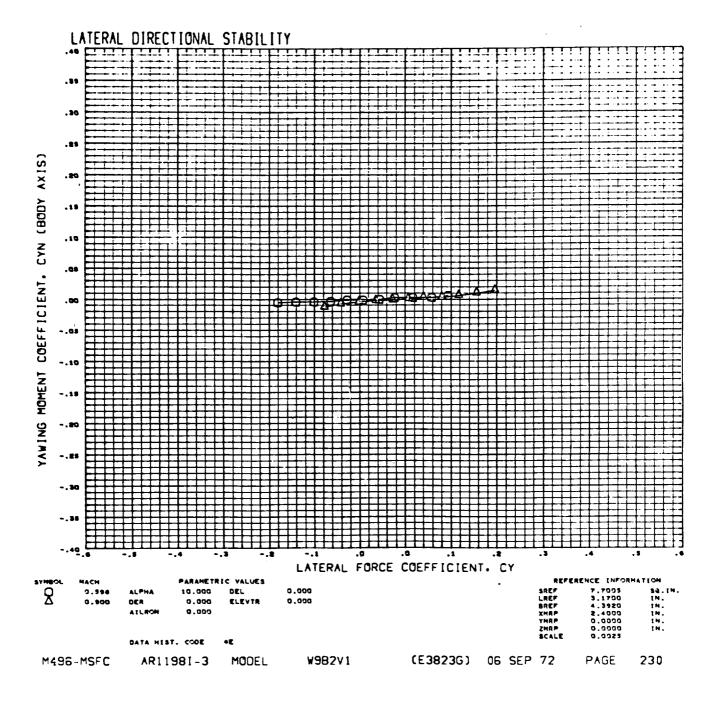




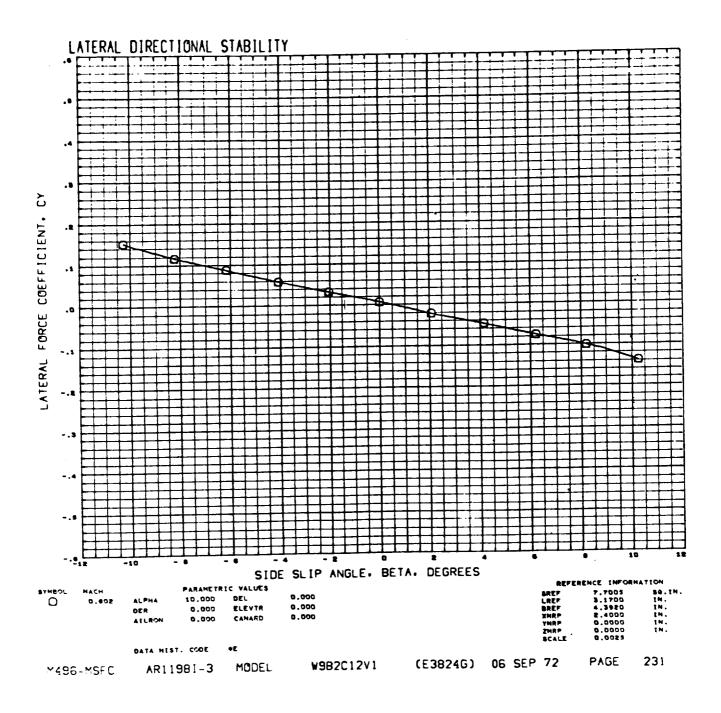


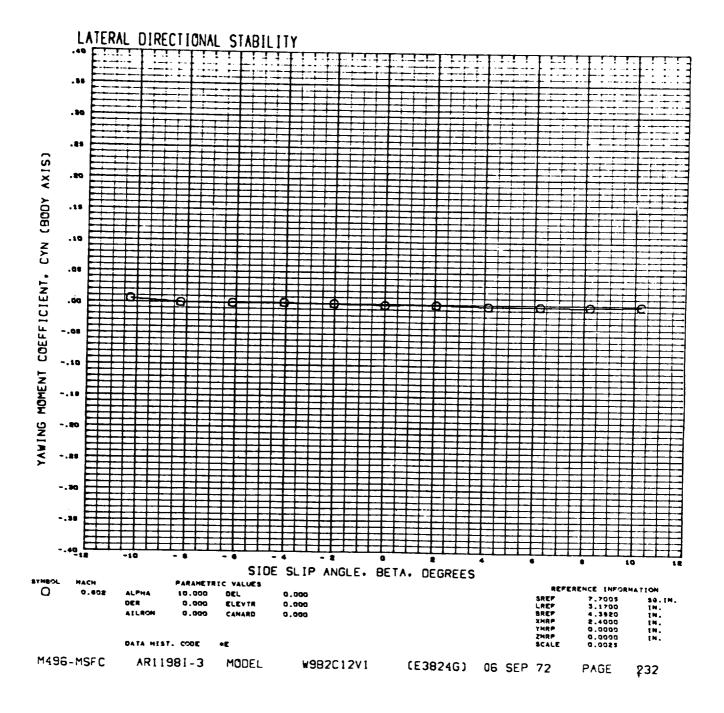




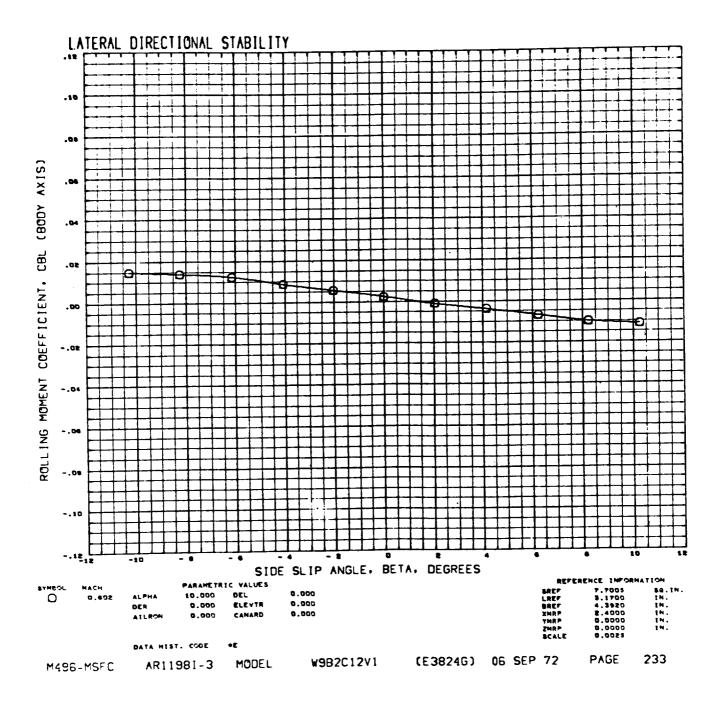


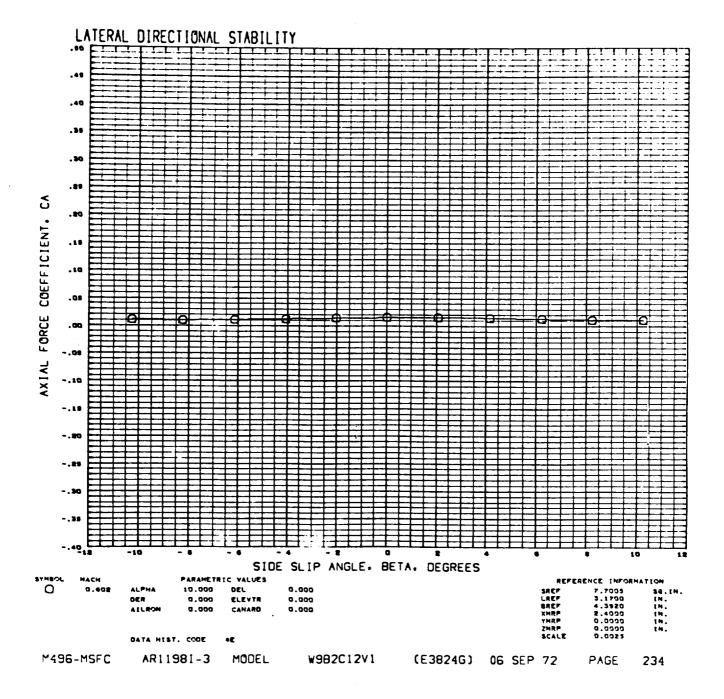
į

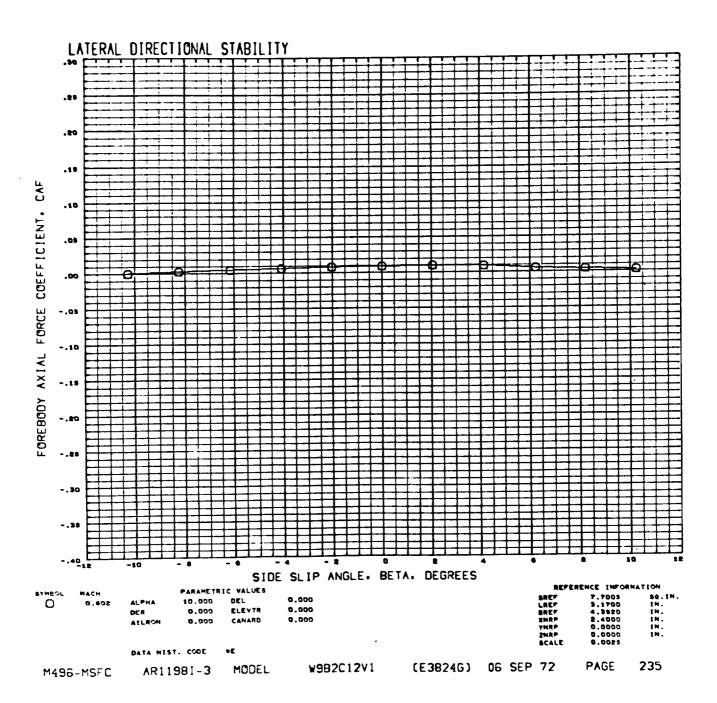


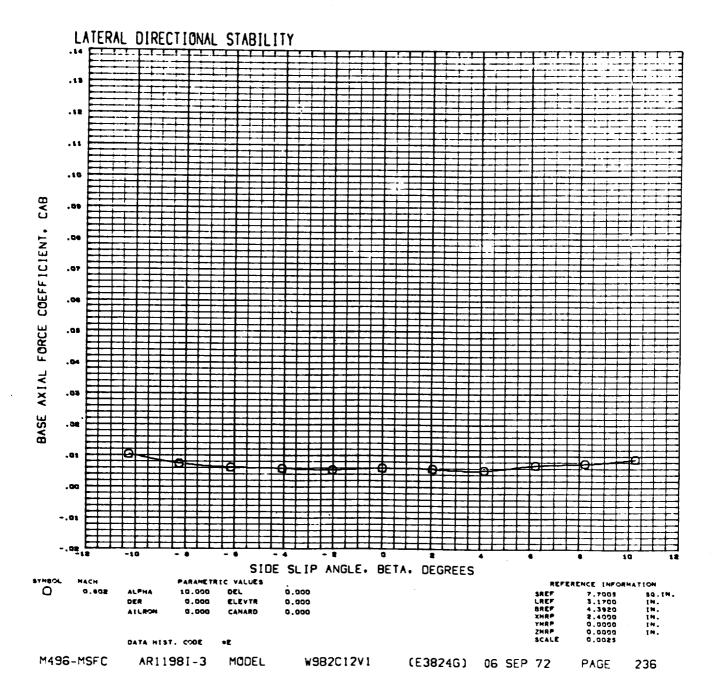


•

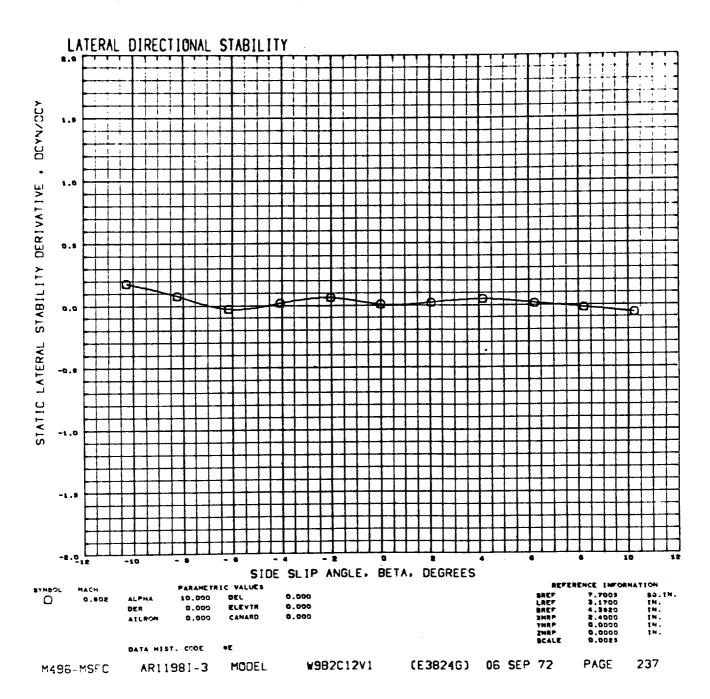


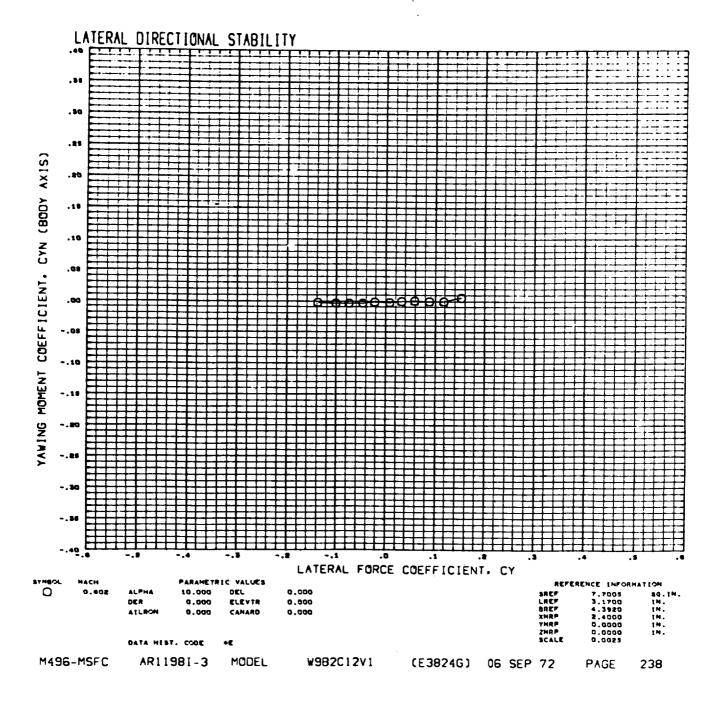




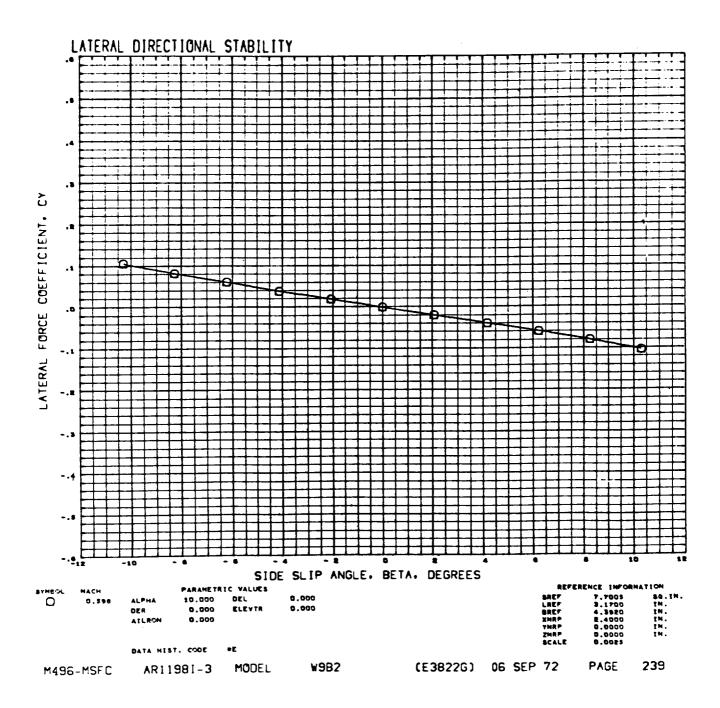


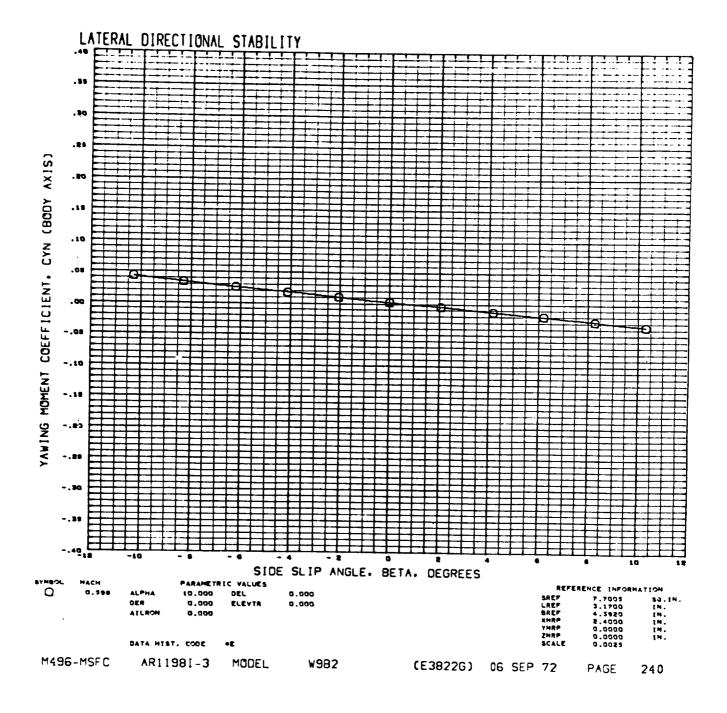
f

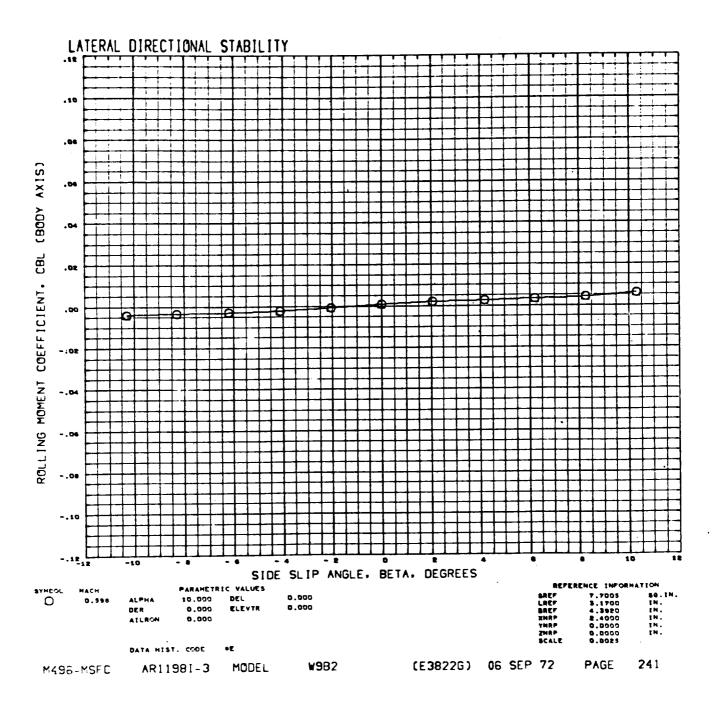




ĺ



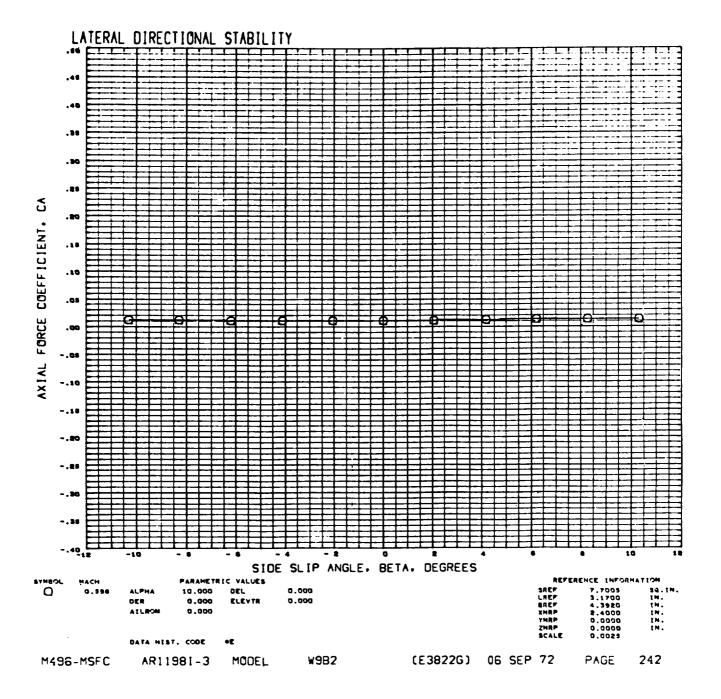


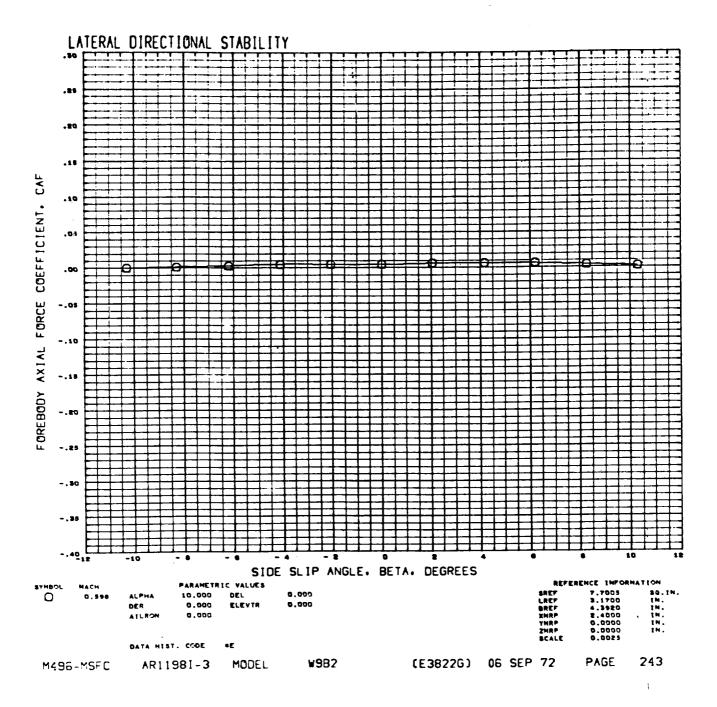


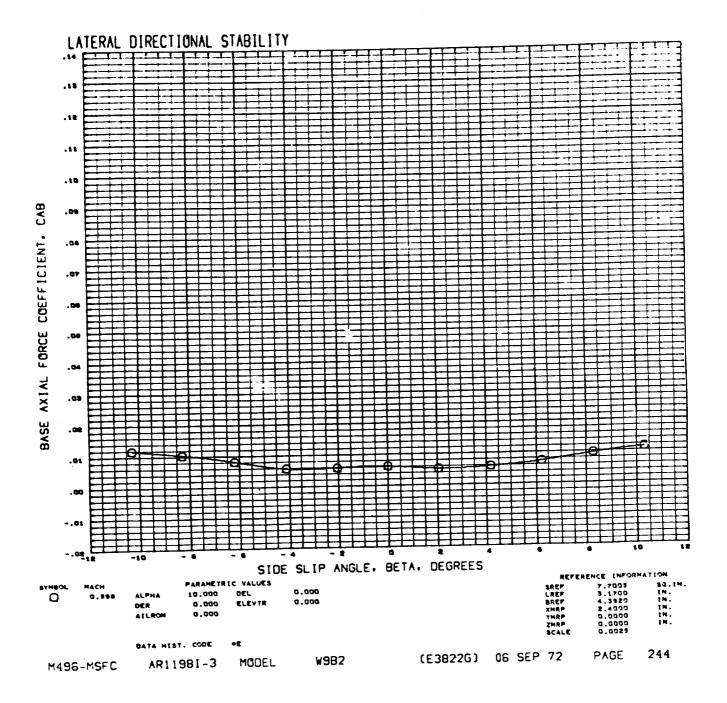
Ì

ţ

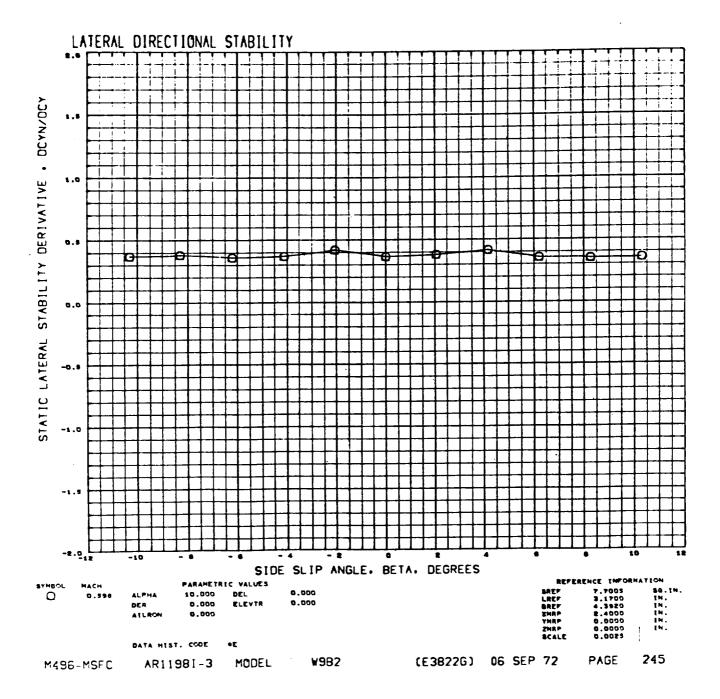
i

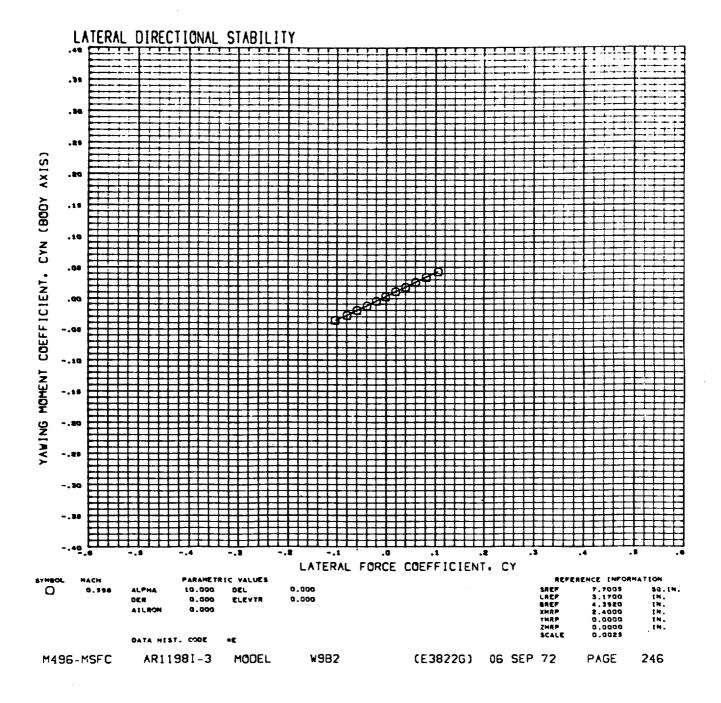


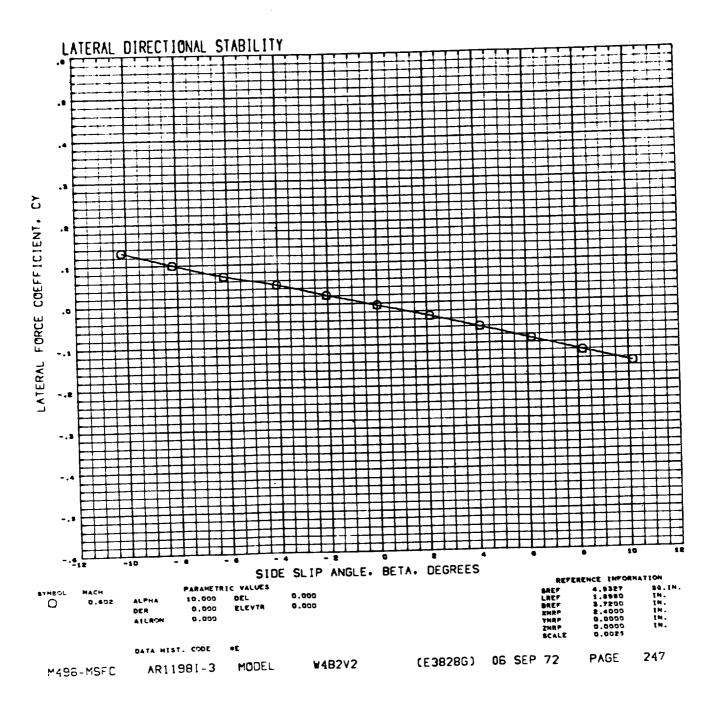




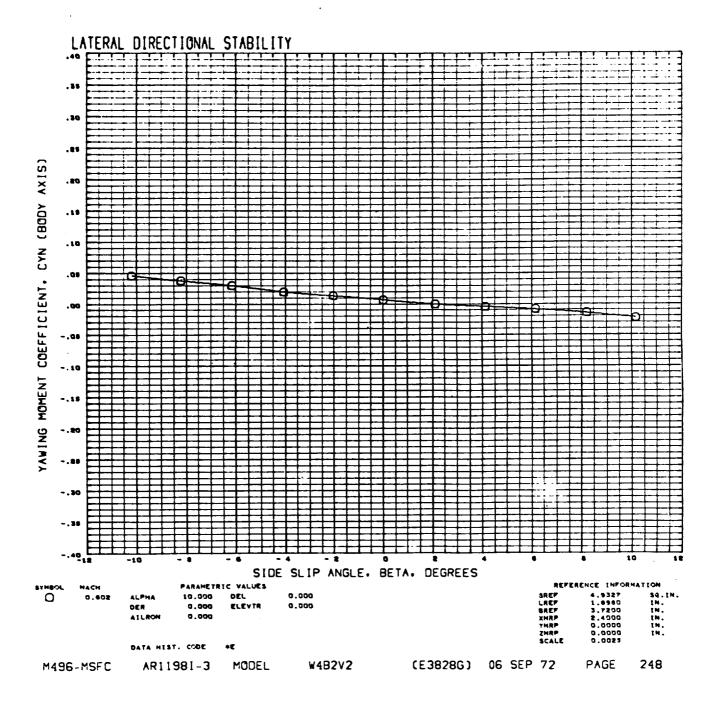
j

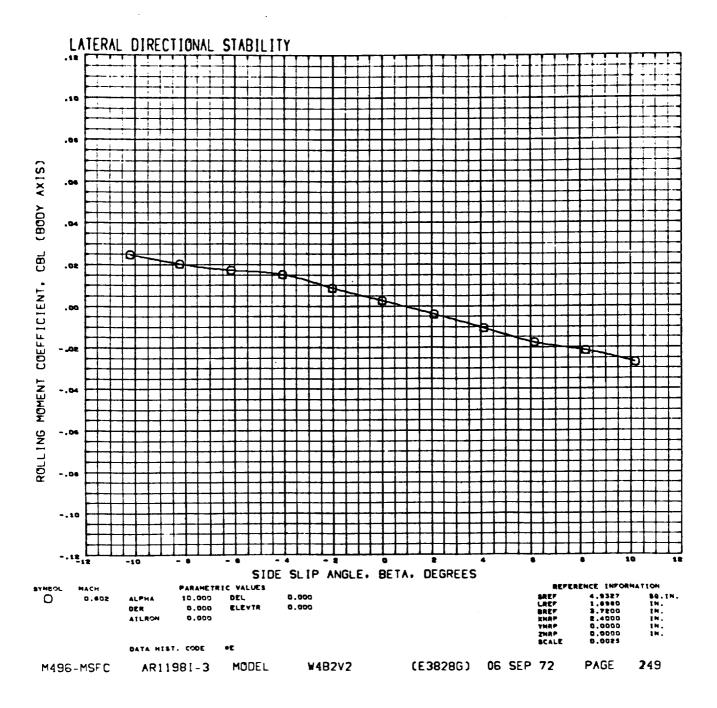


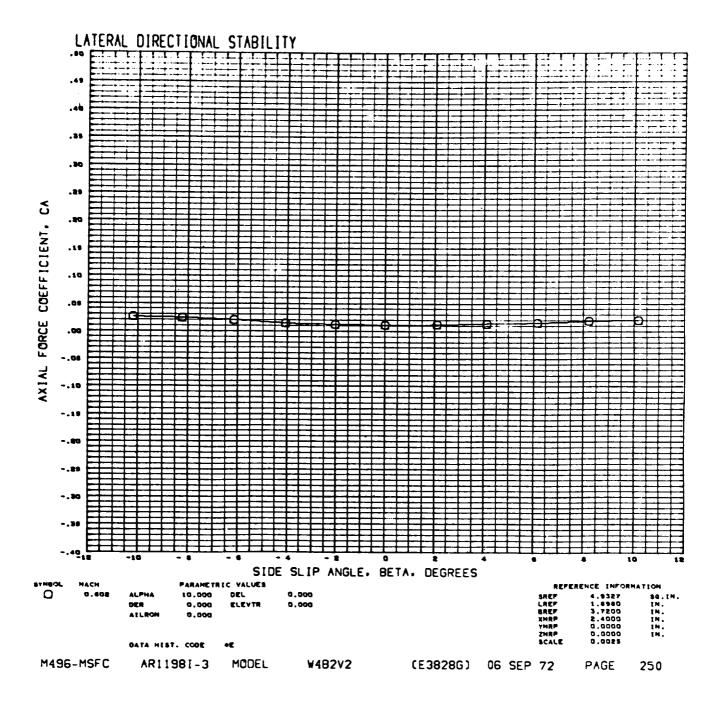




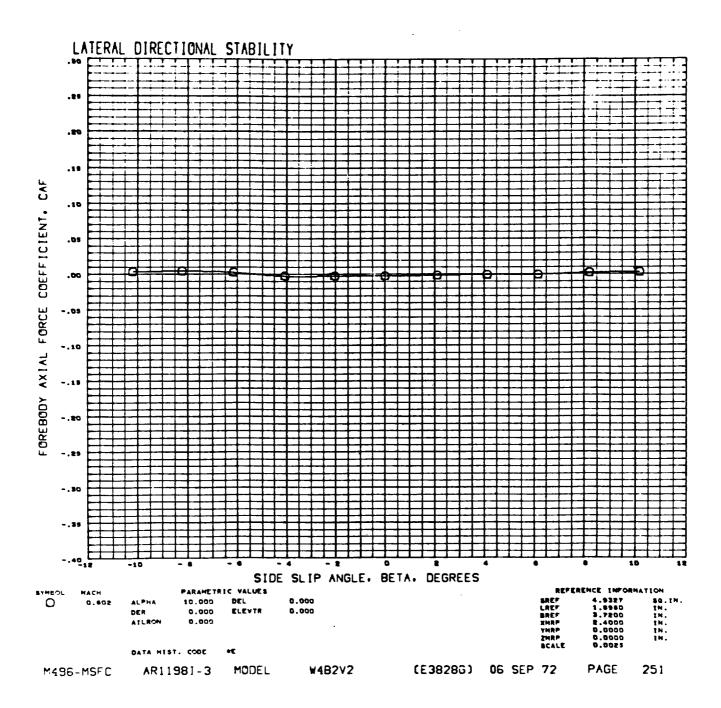
j

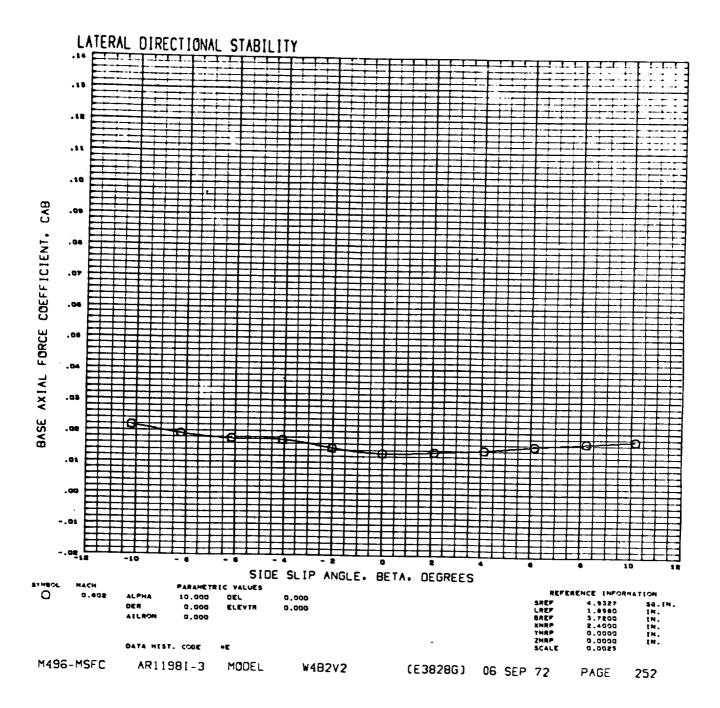


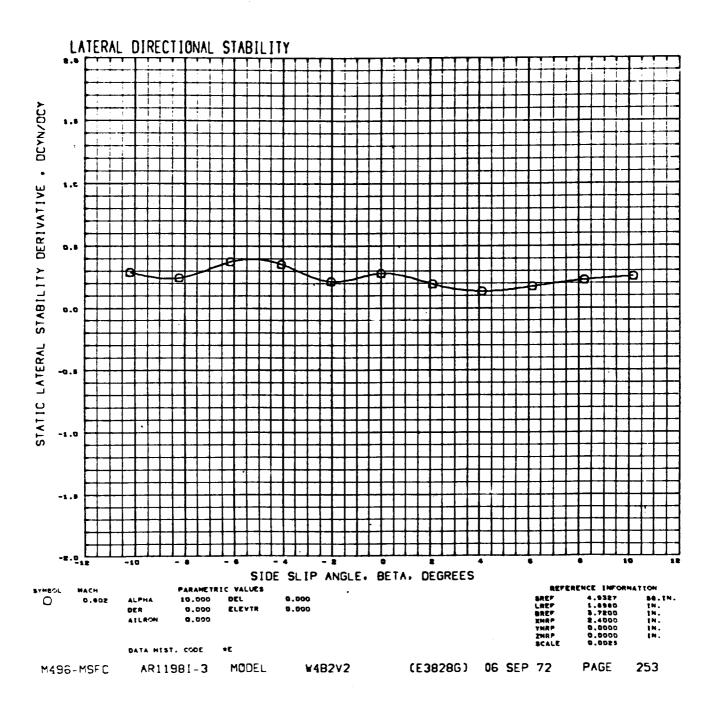


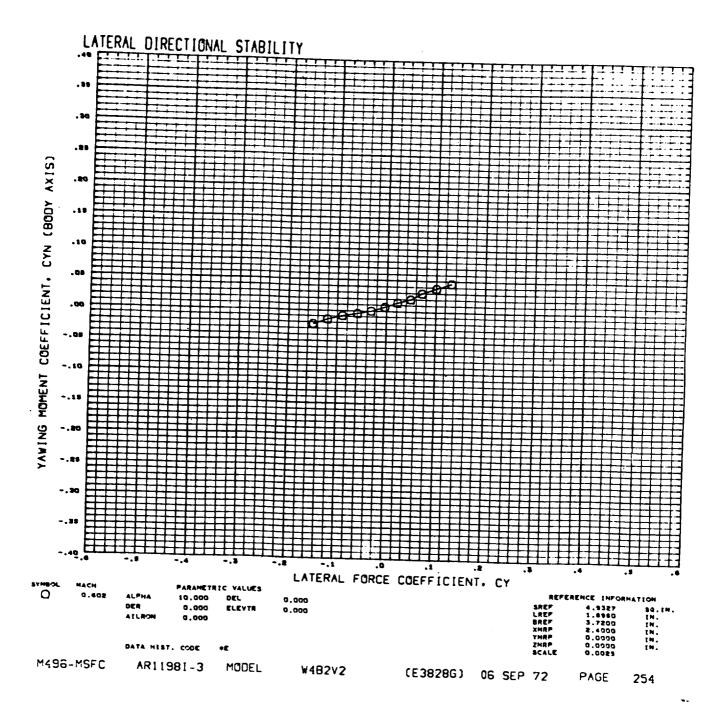


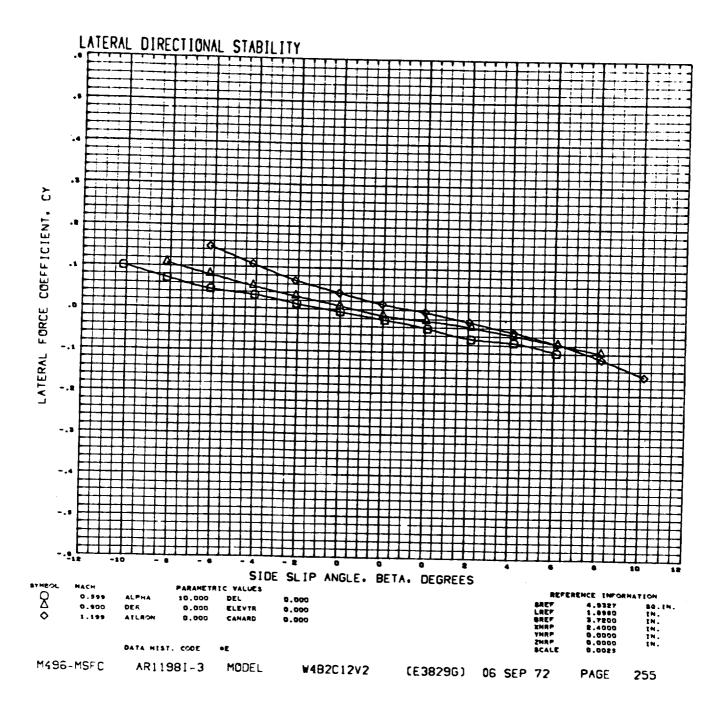
(

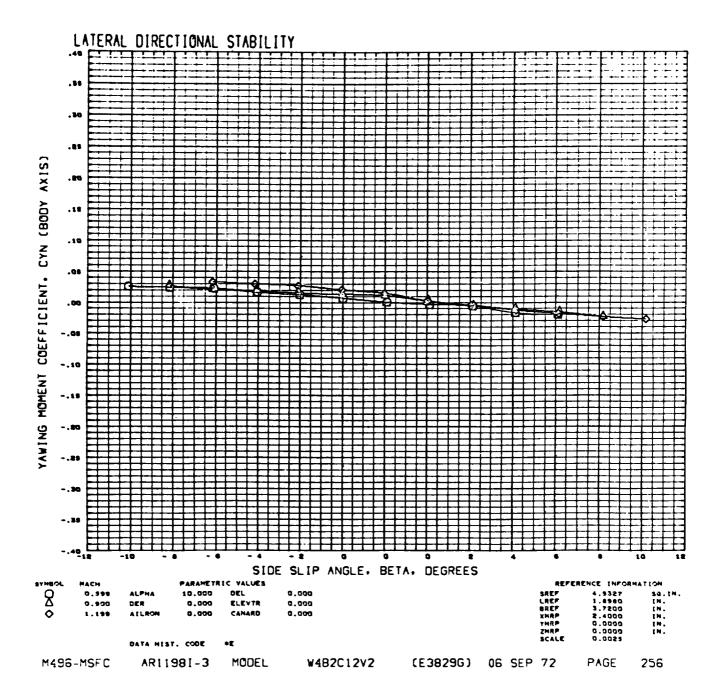


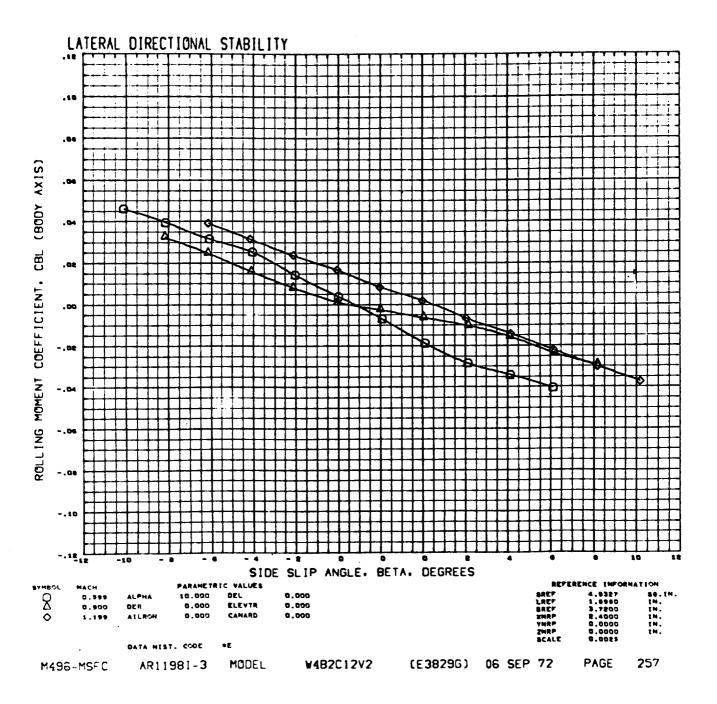


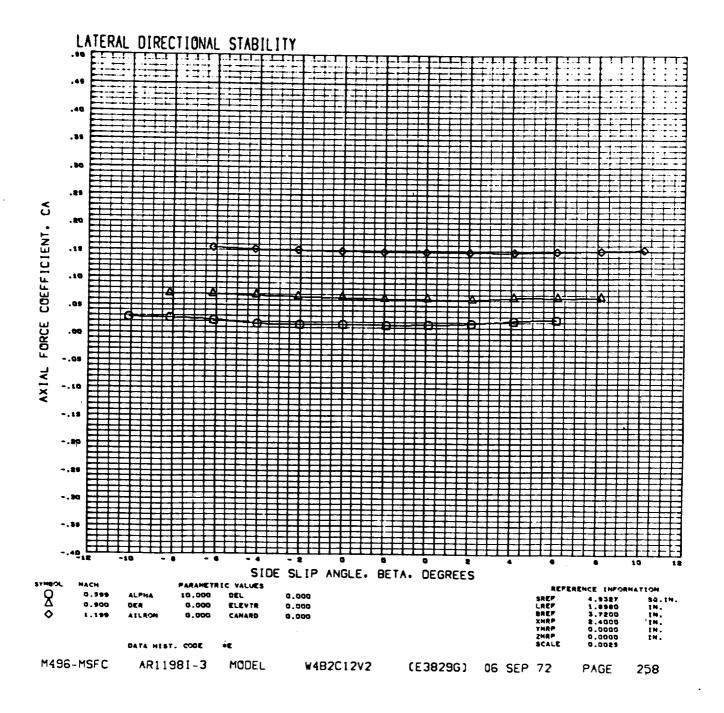


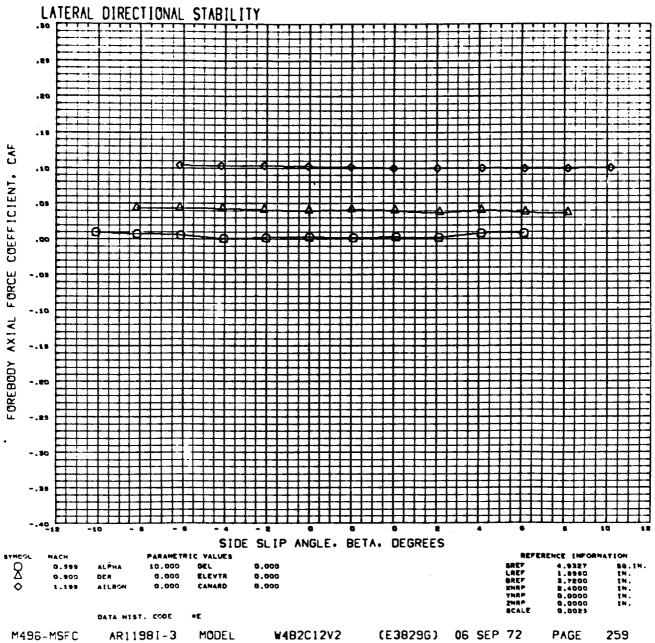




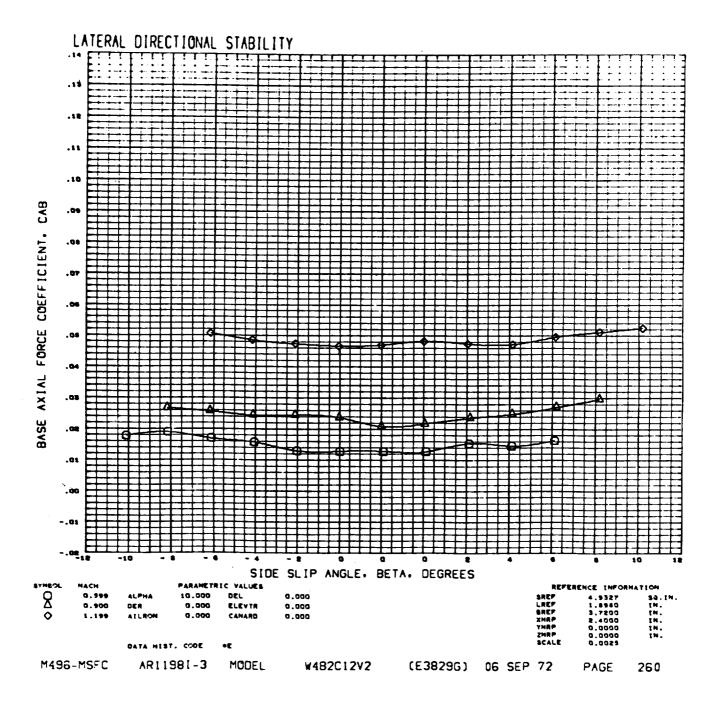


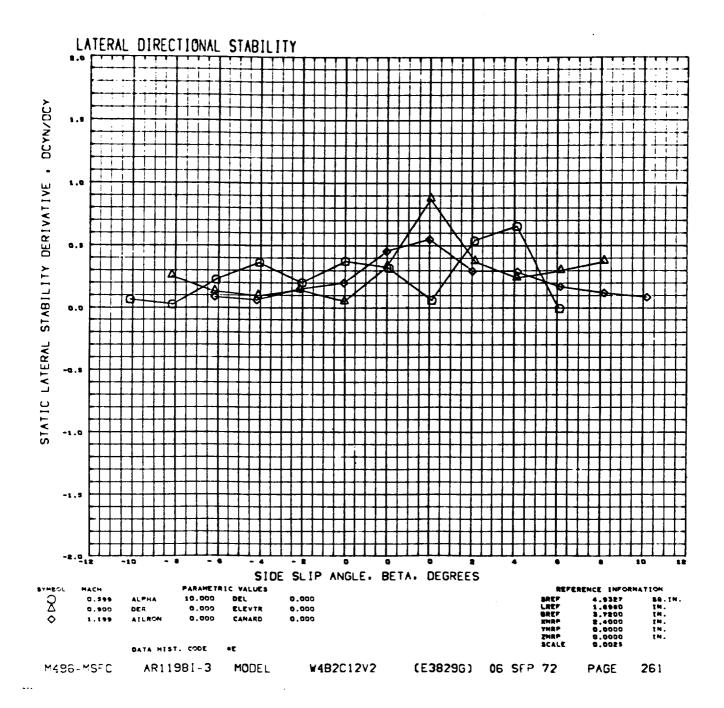


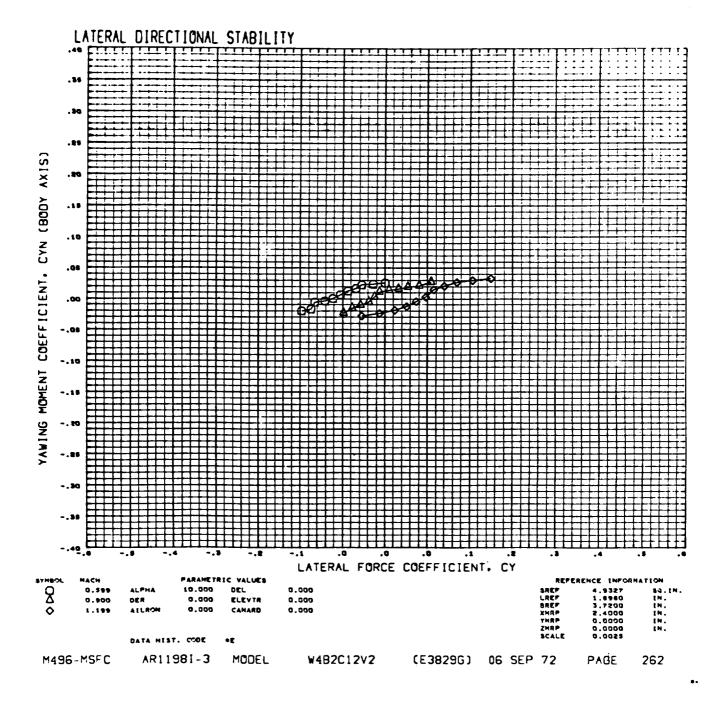


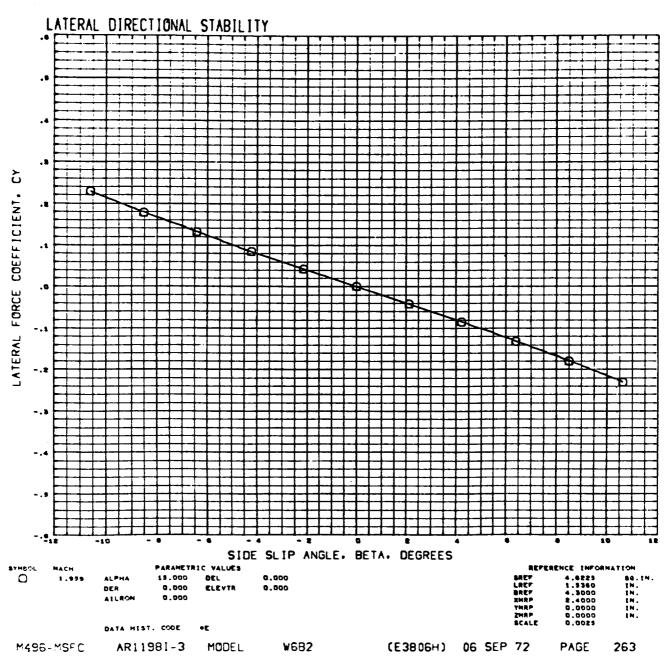


--

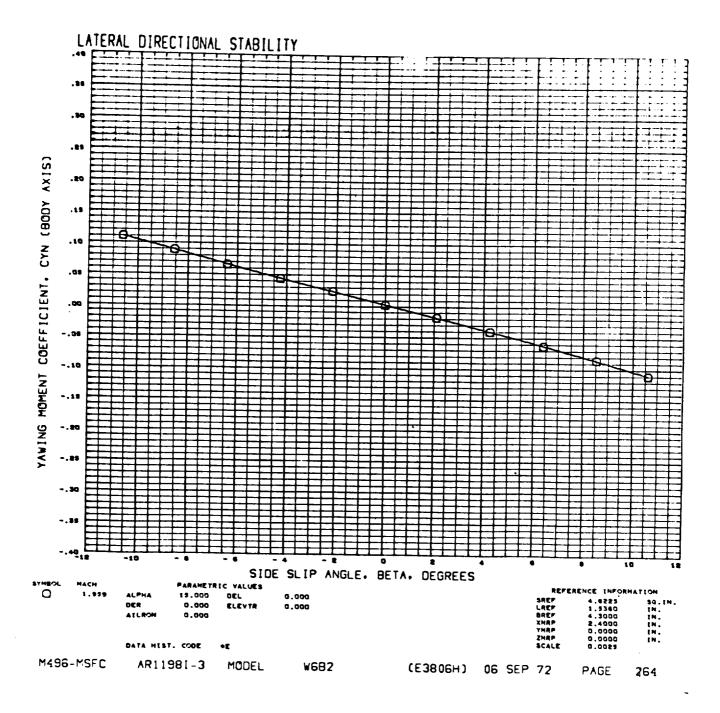


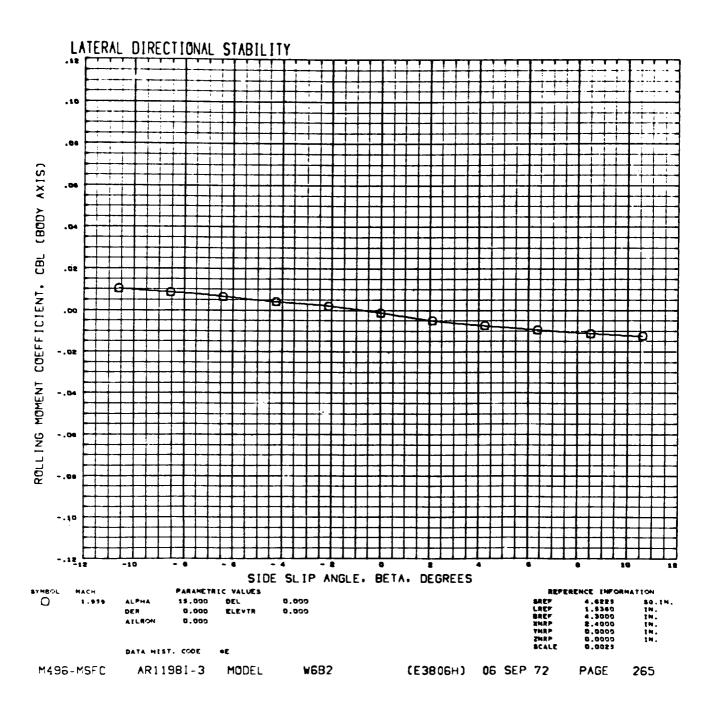


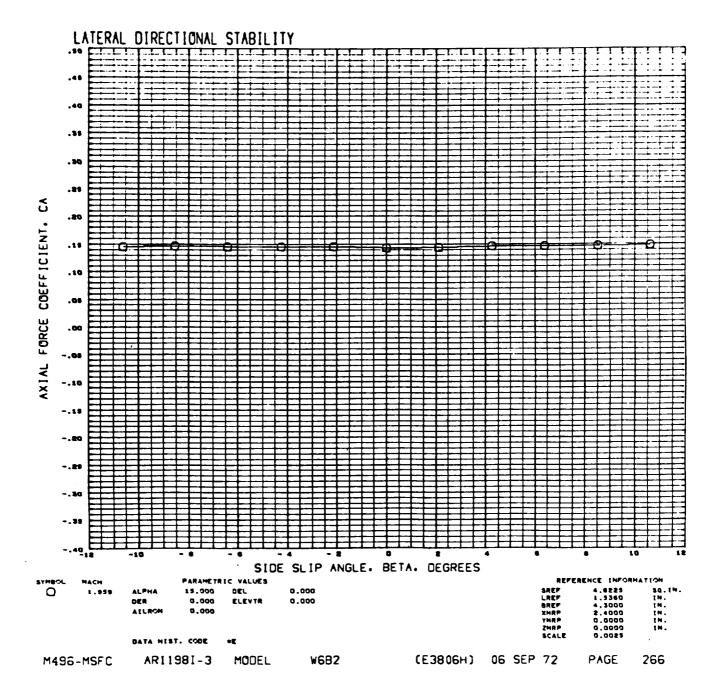


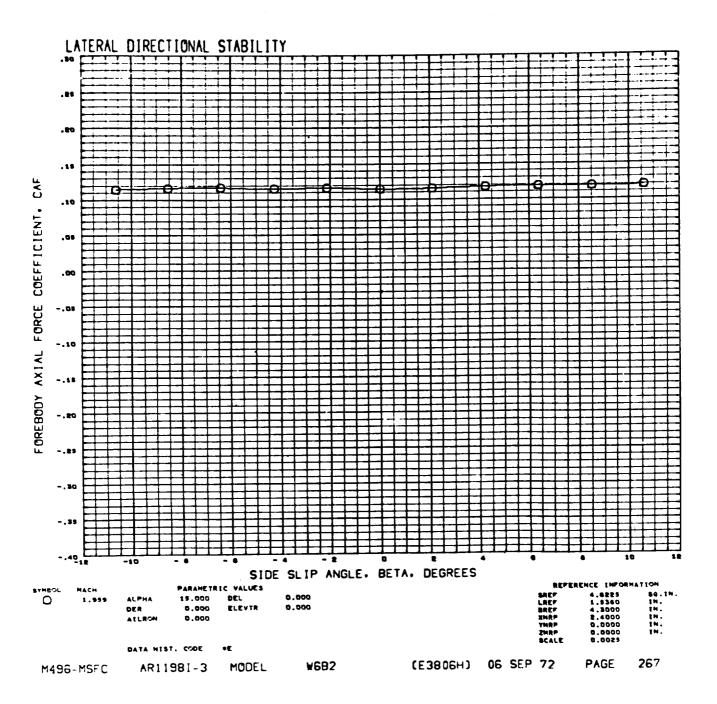


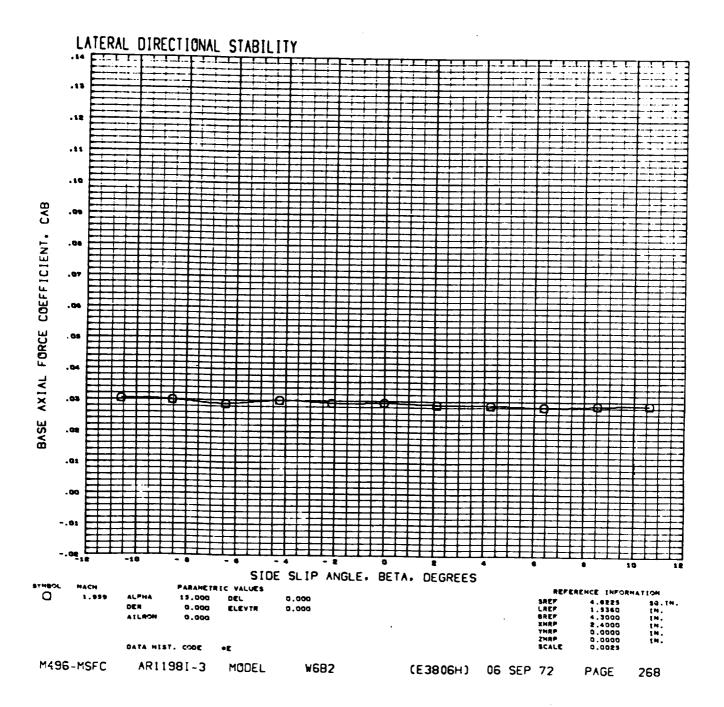
----



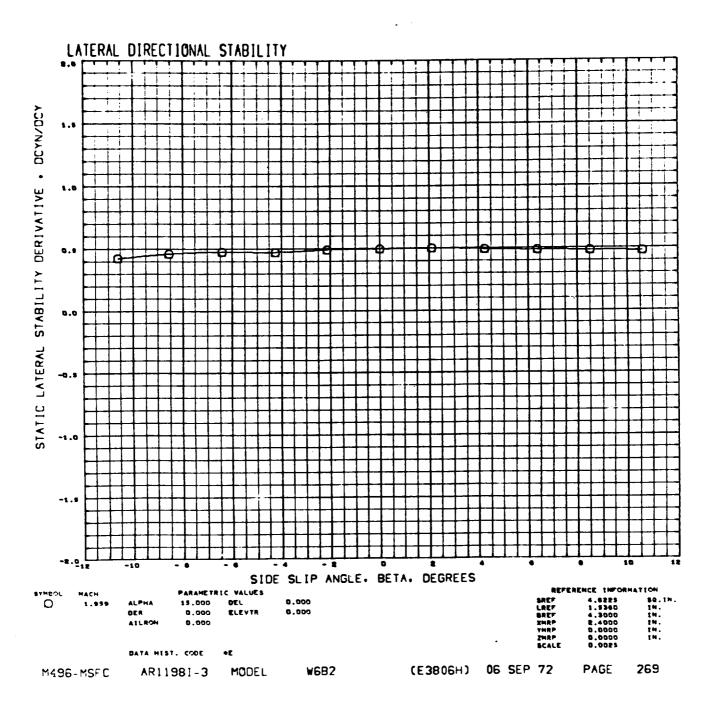


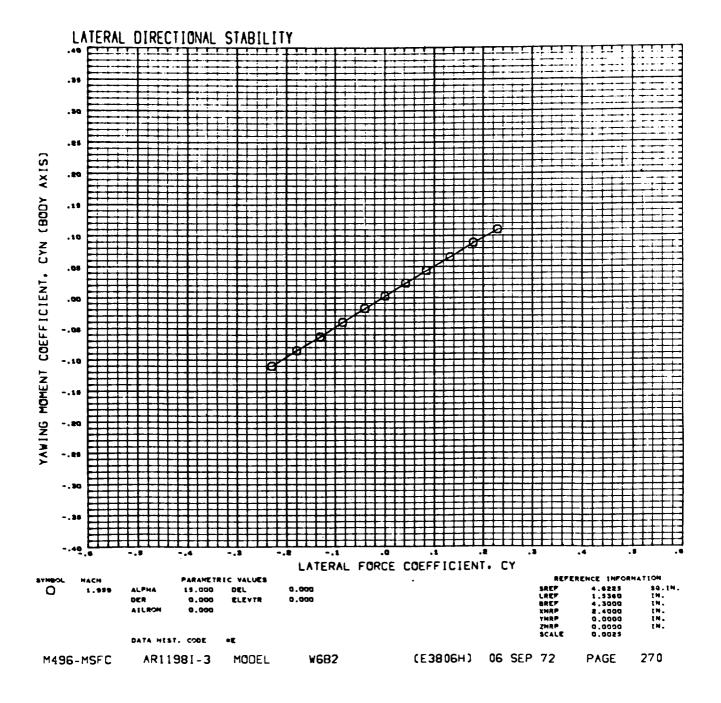


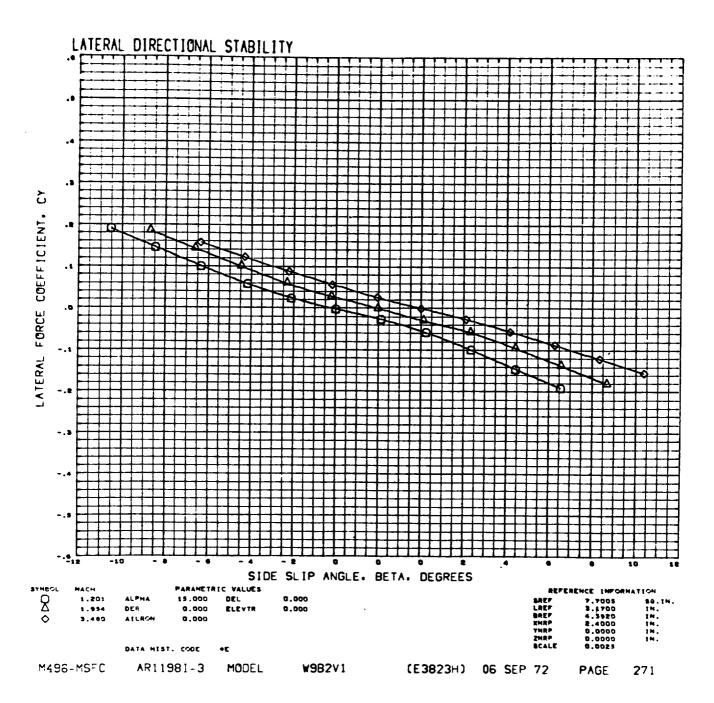




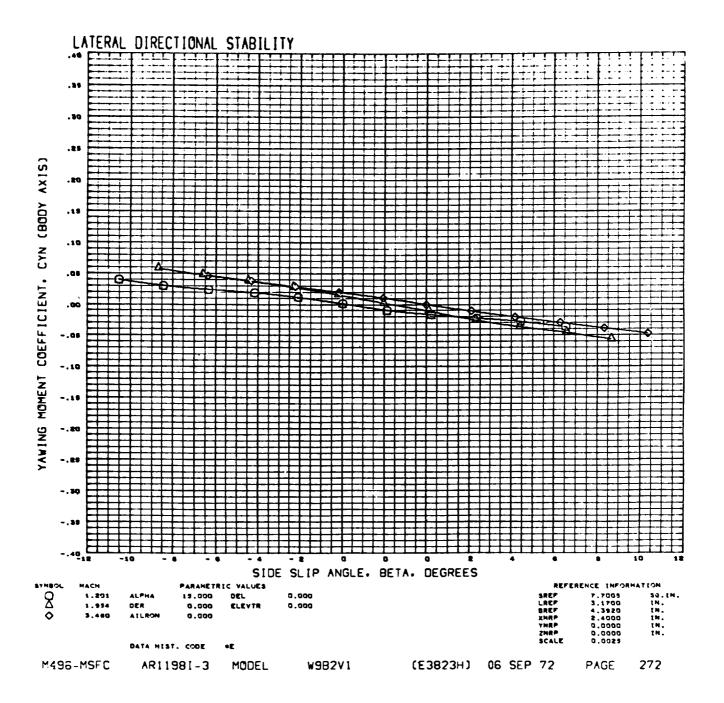
(



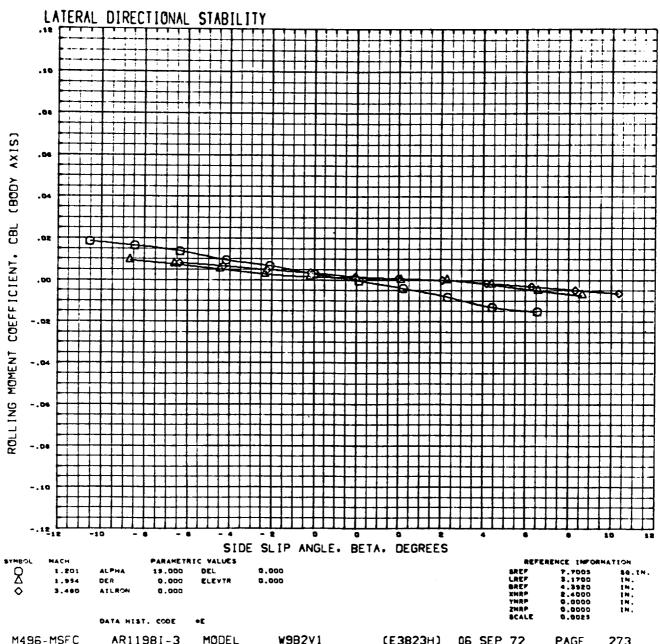




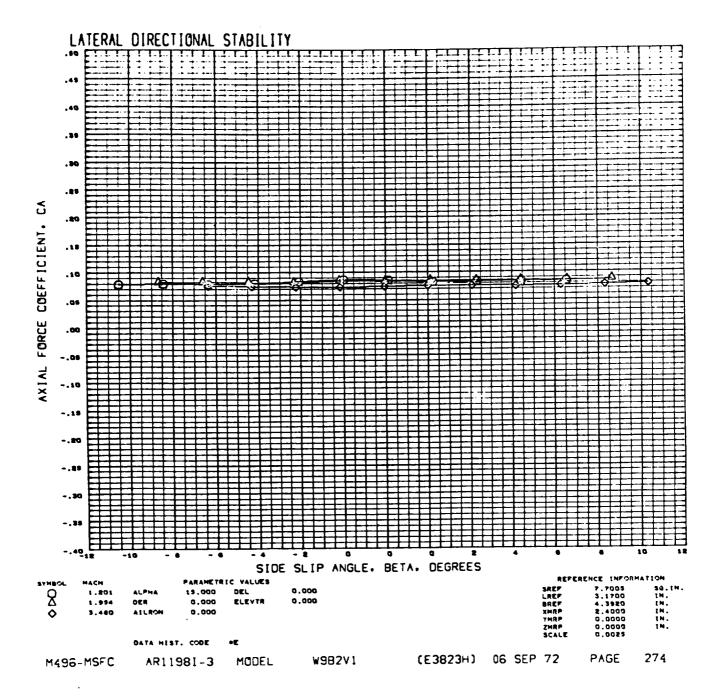
)

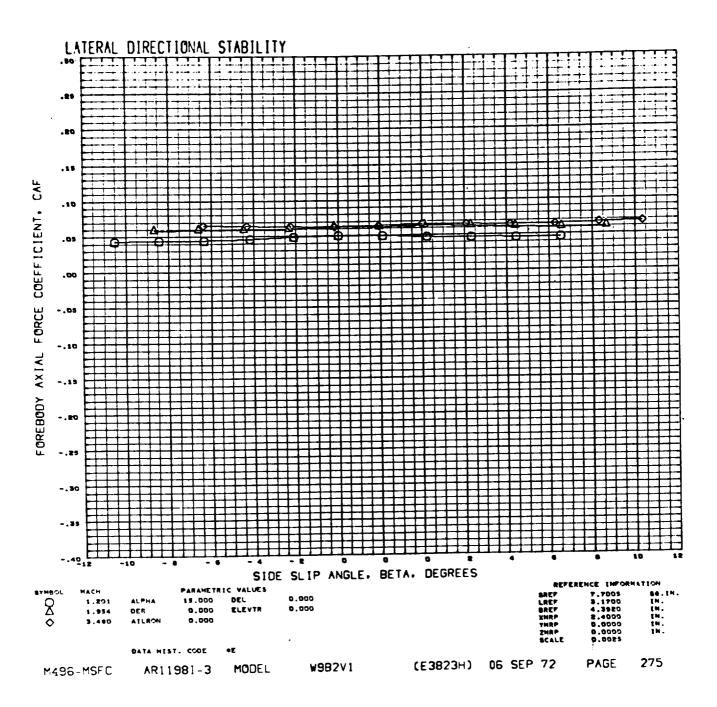


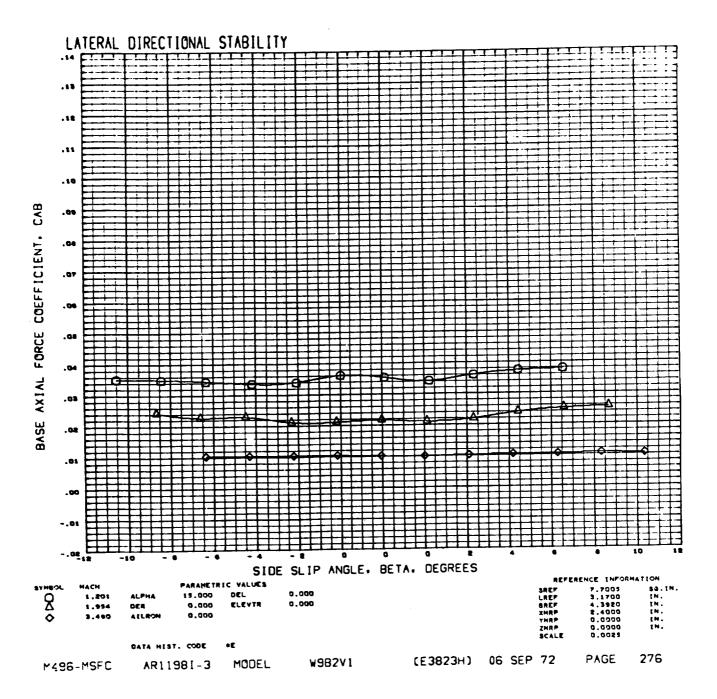
i

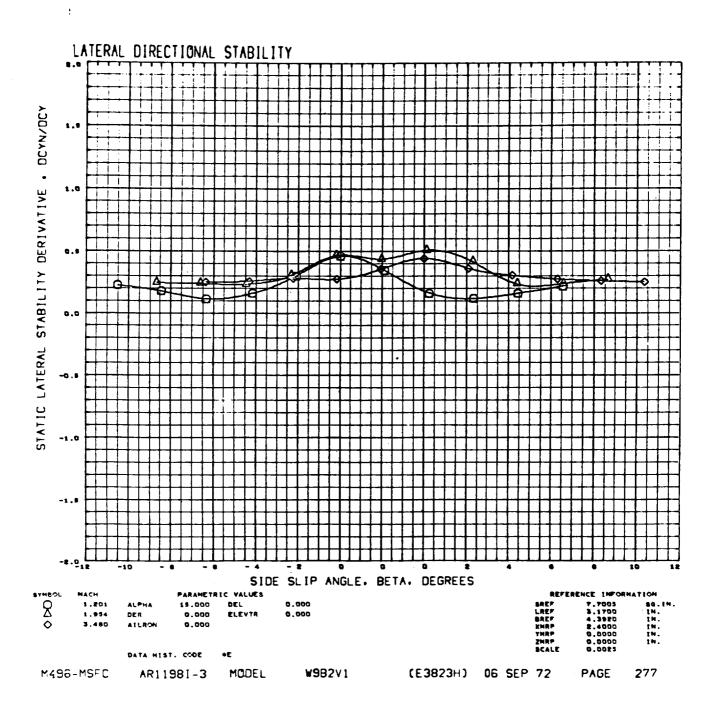


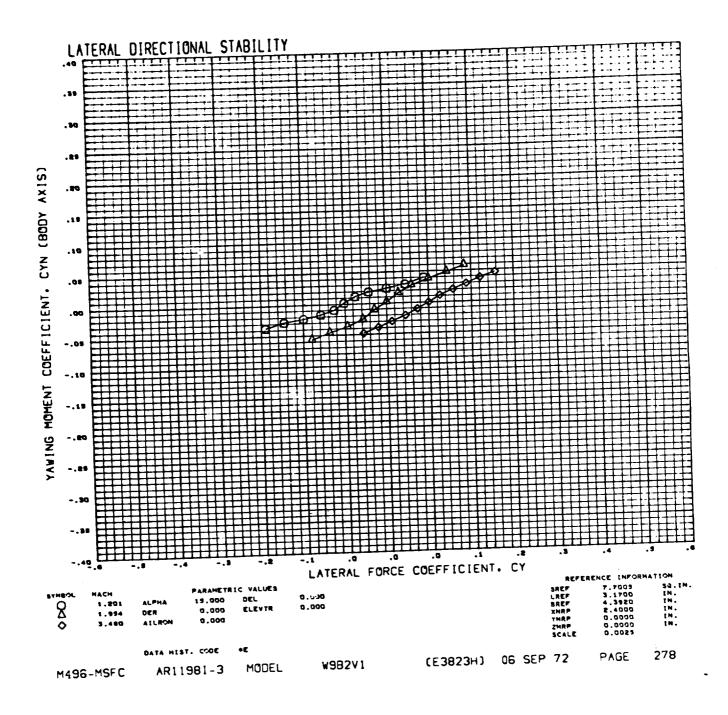
M496-MSFC AR11981-3 MODEL W9B2V1 (E3823H) 06 SEP 72 PAGE 273

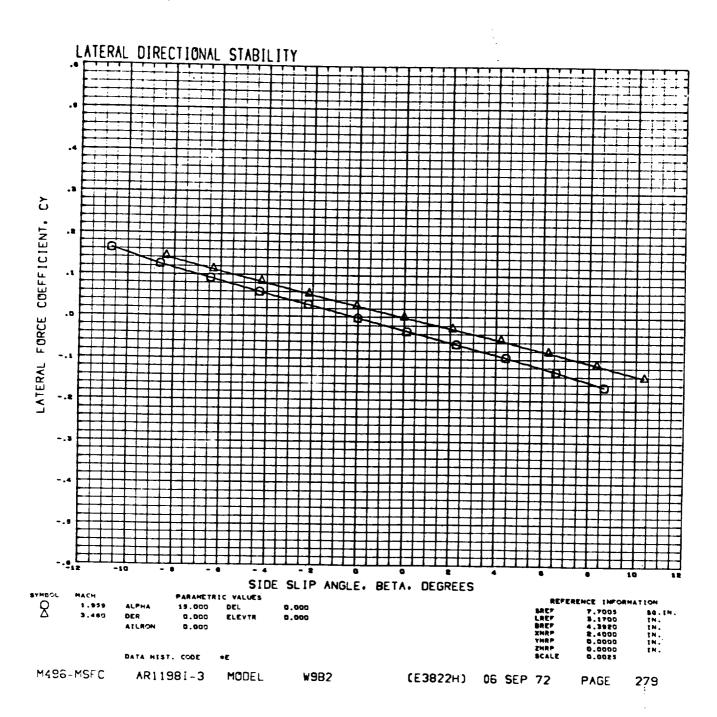


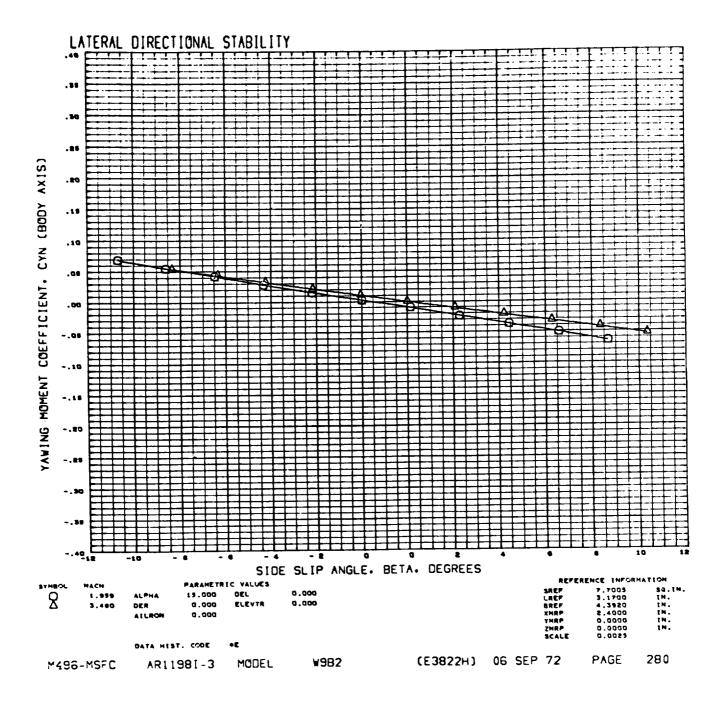




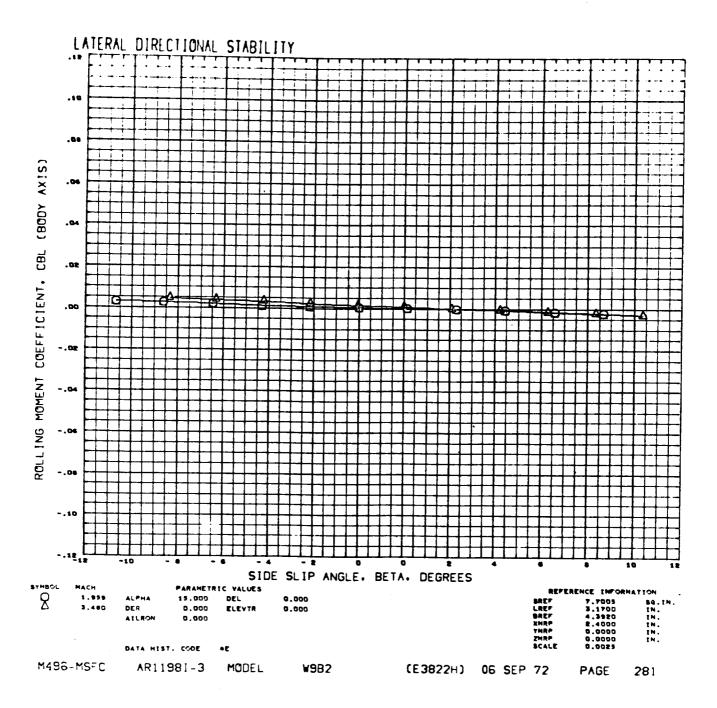


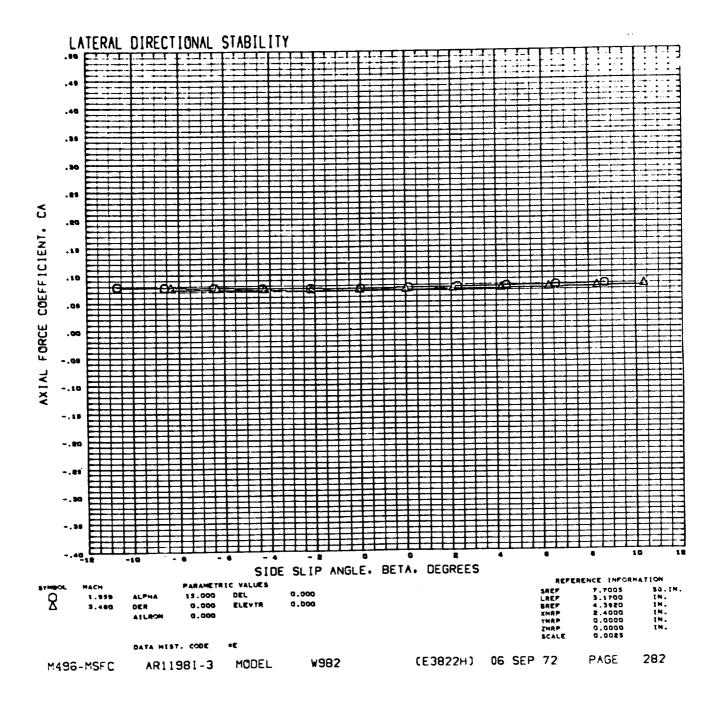




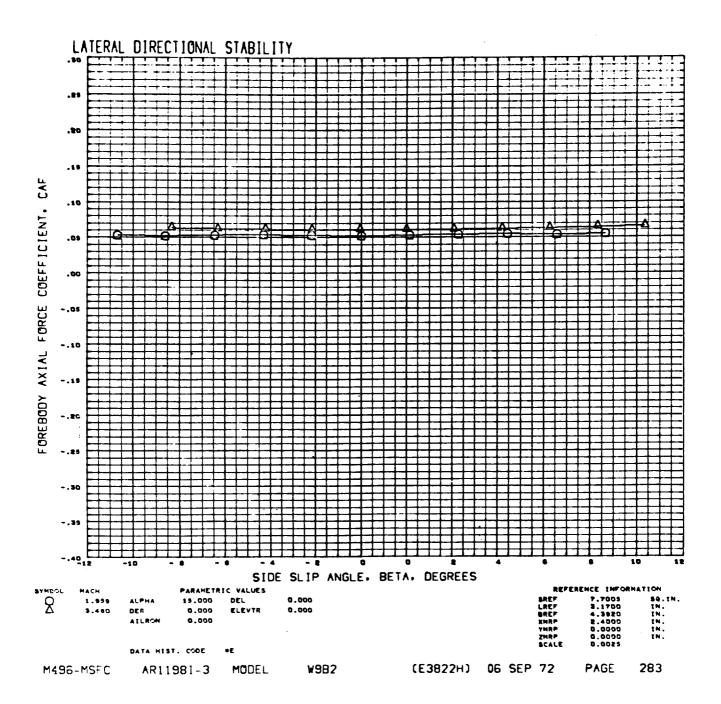


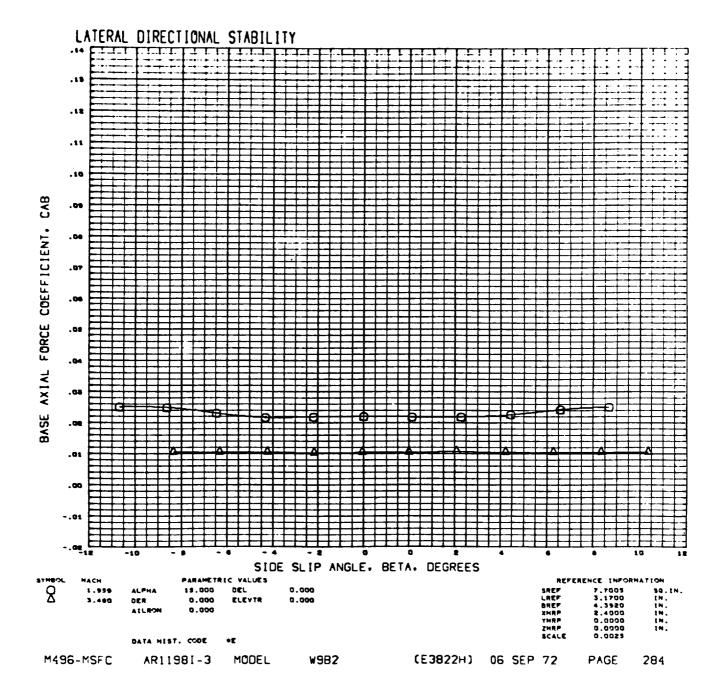
i

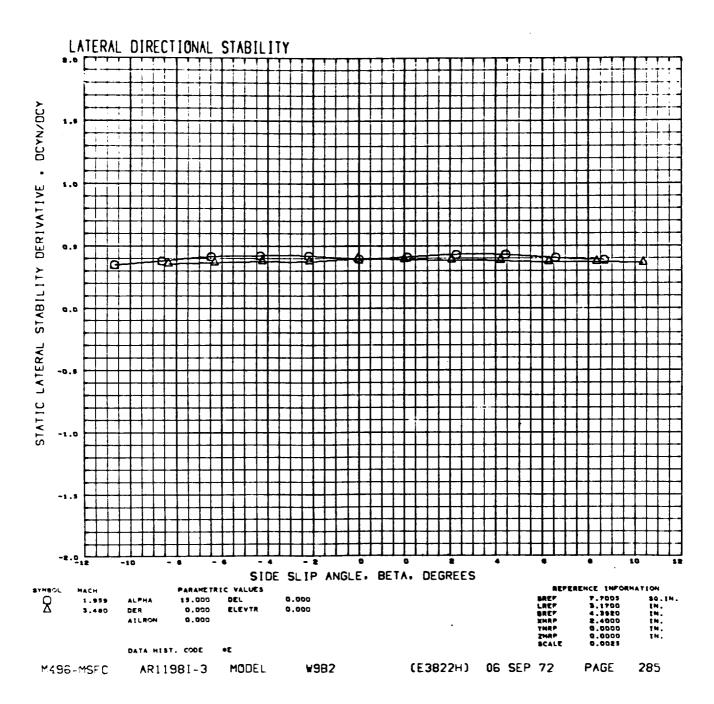




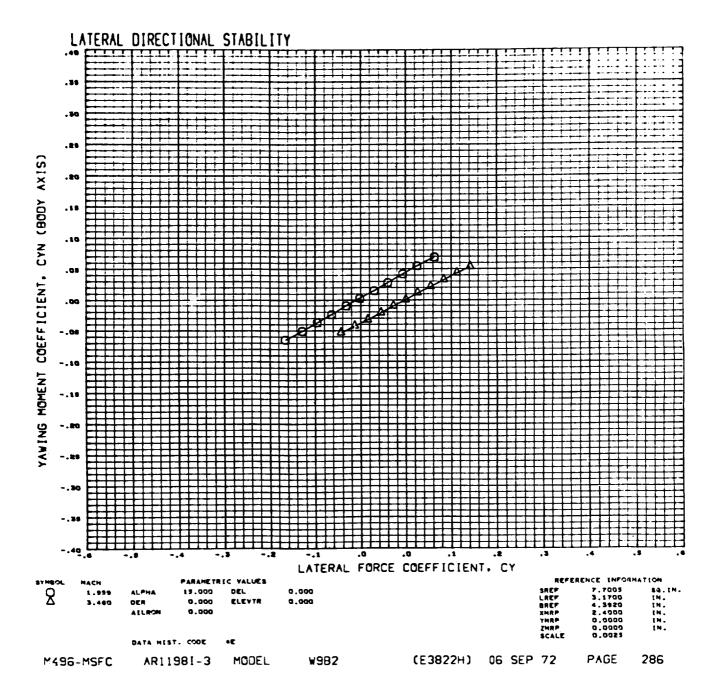
ĺ

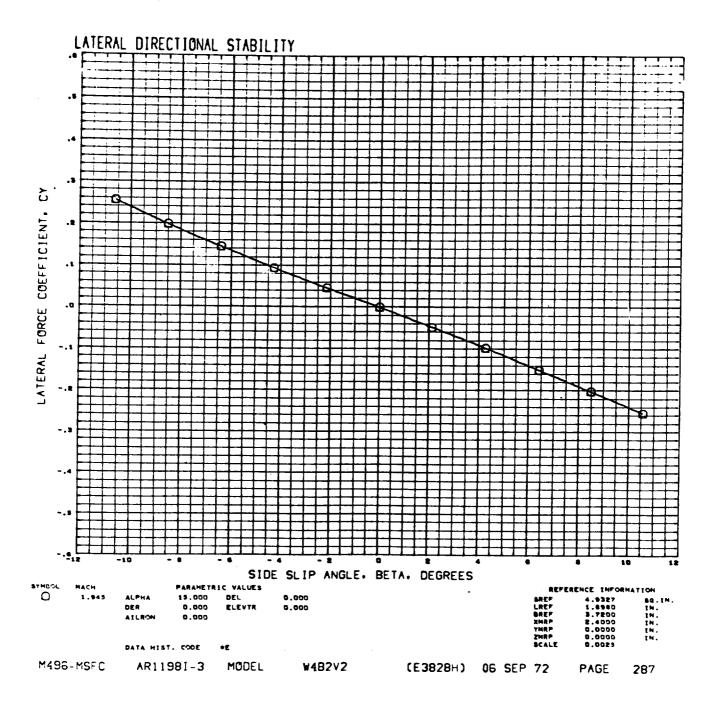


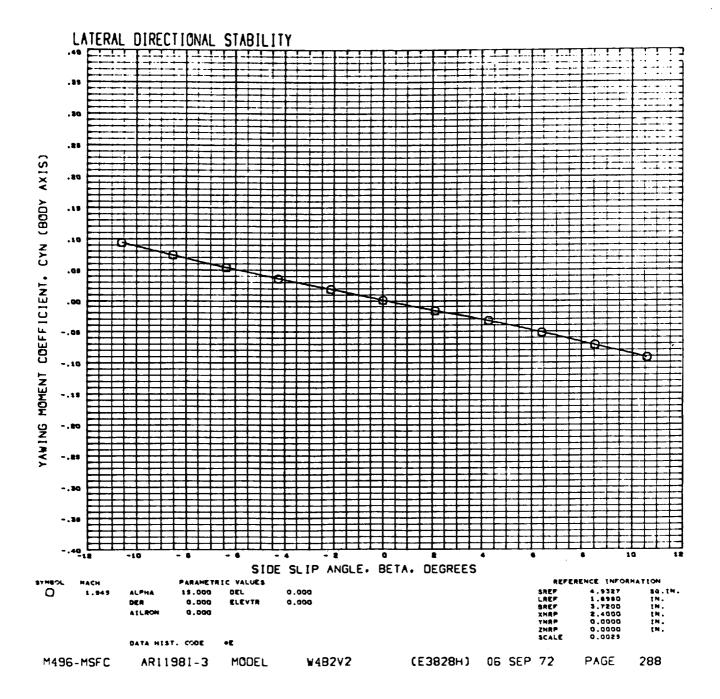


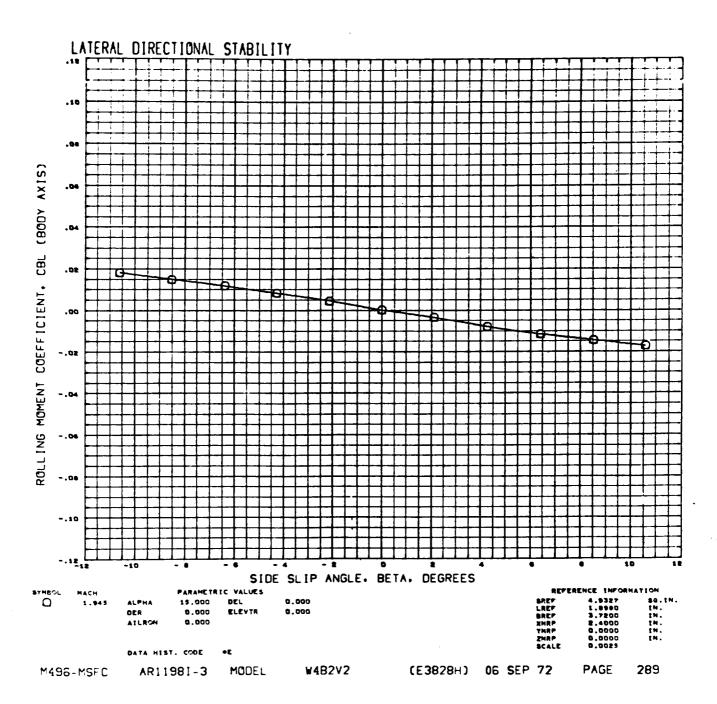


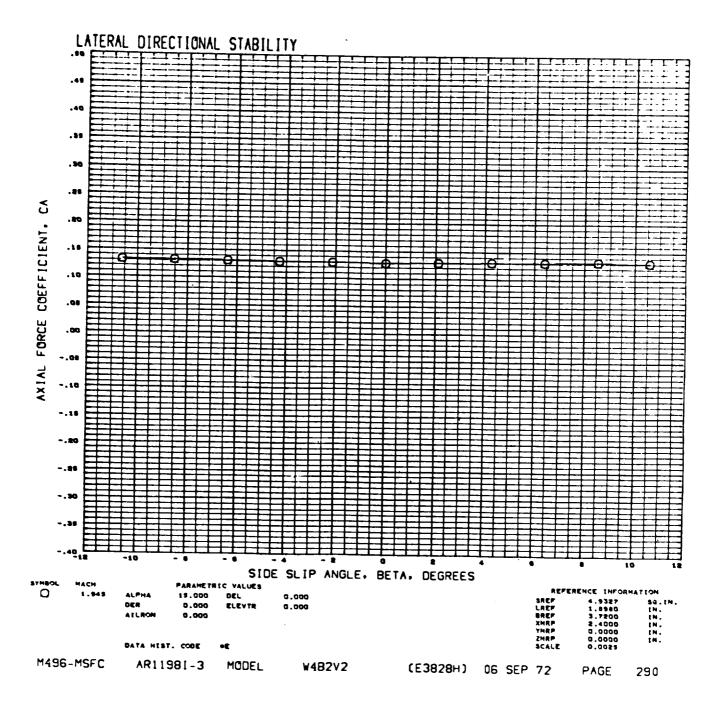
)

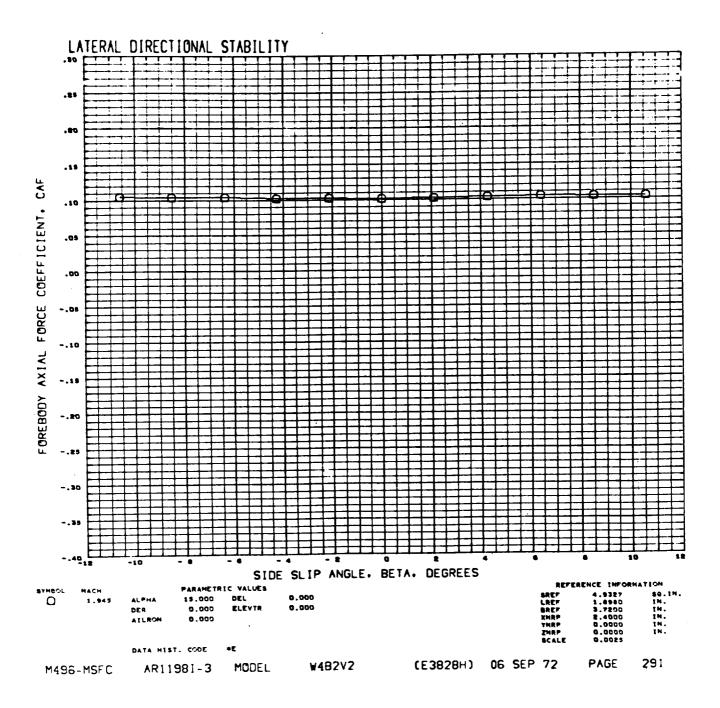


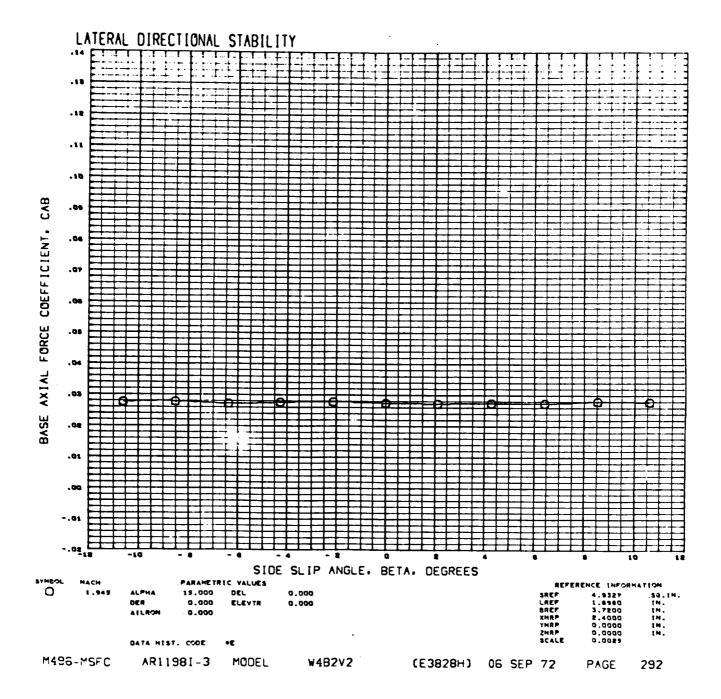


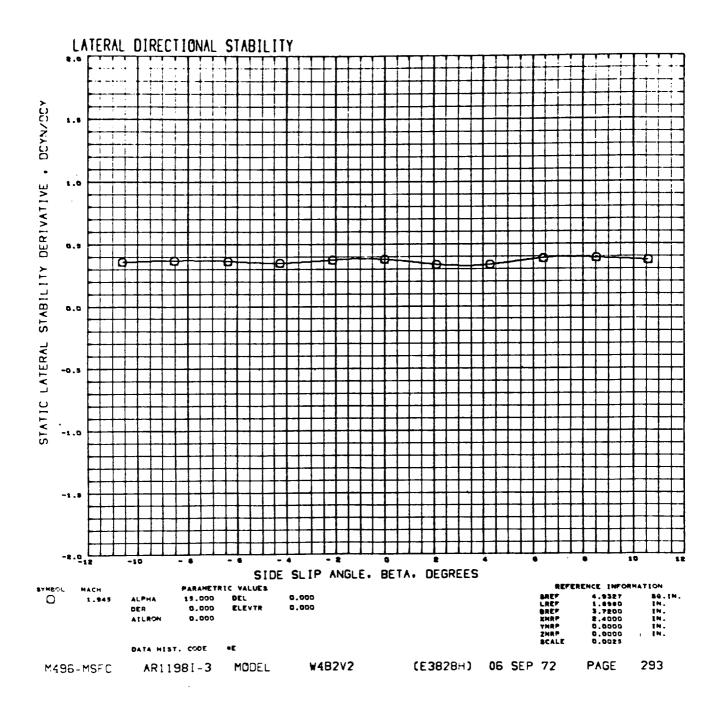


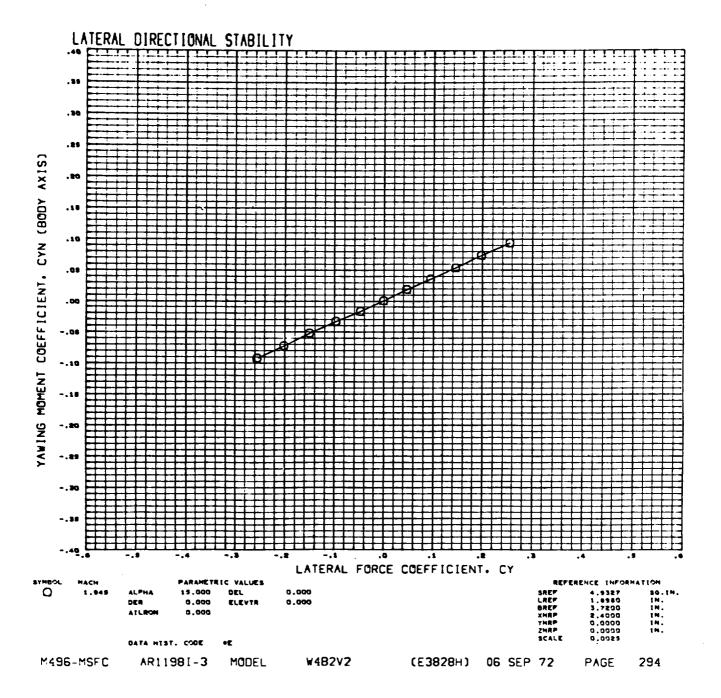


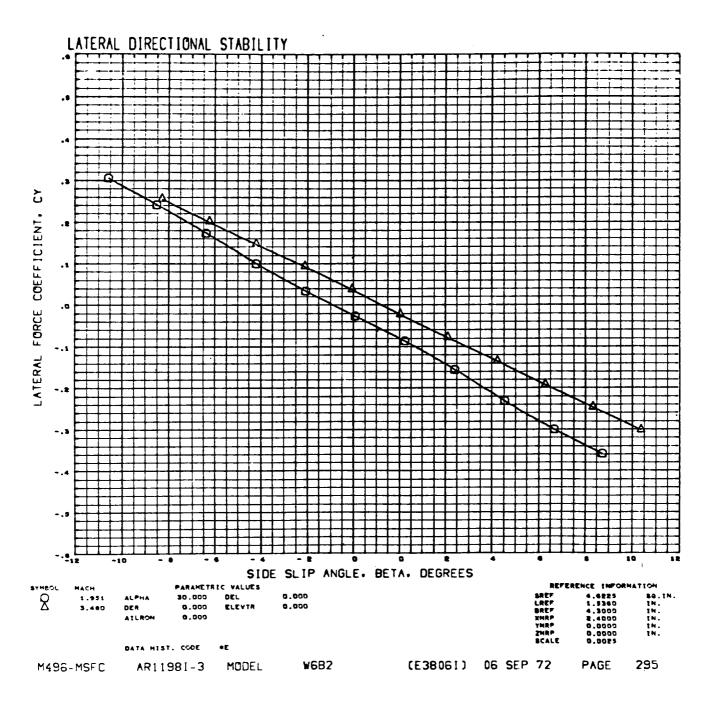


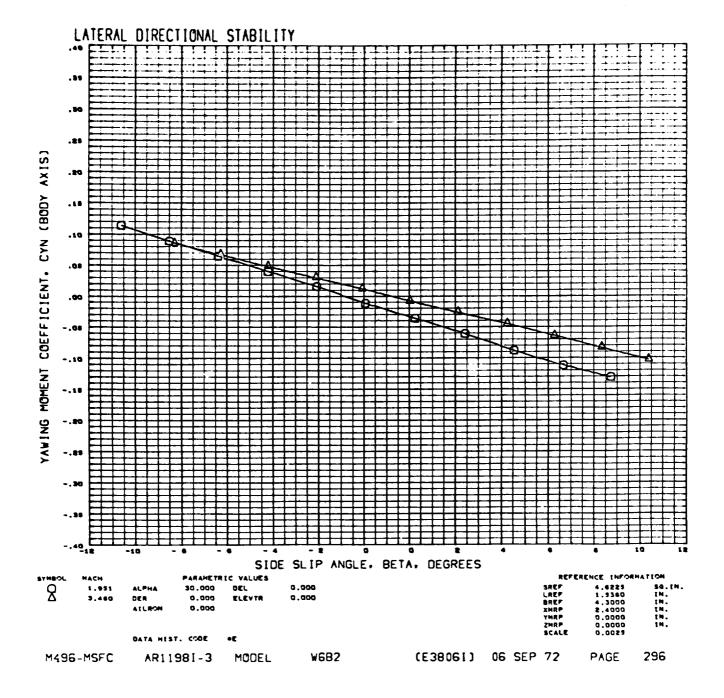


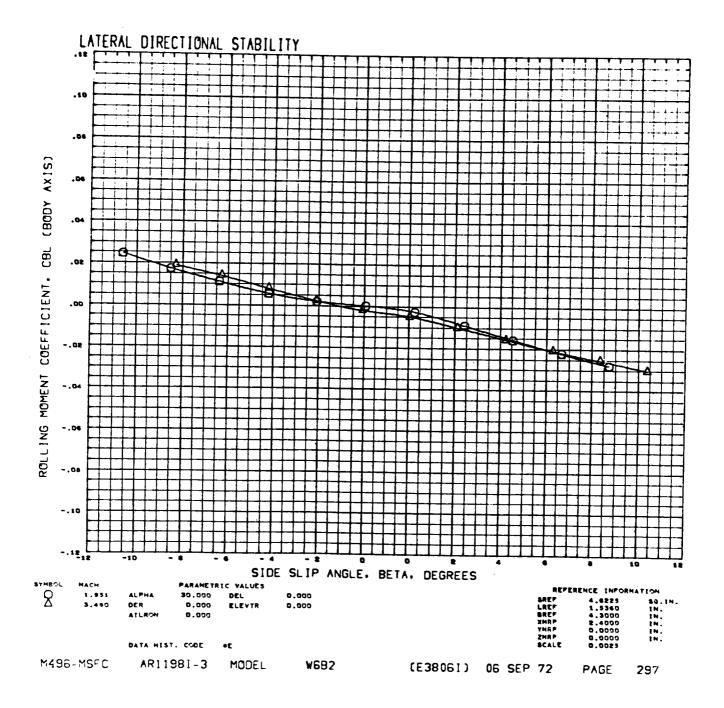


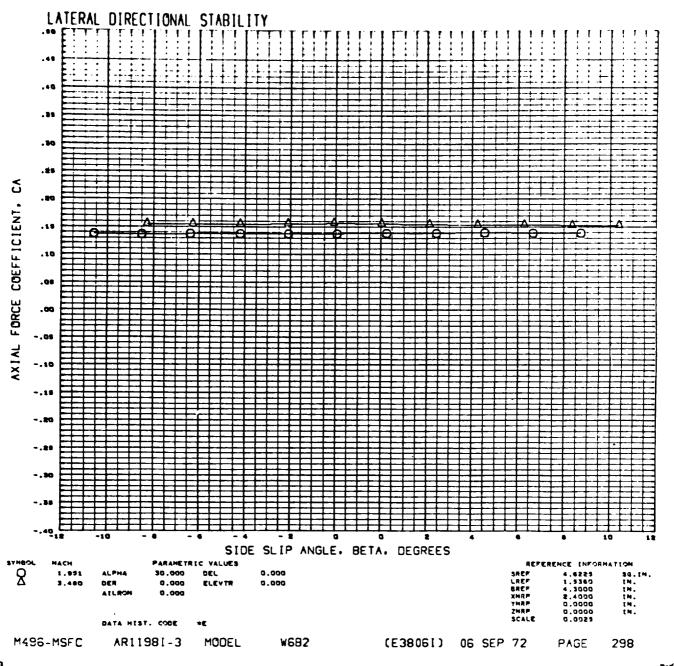


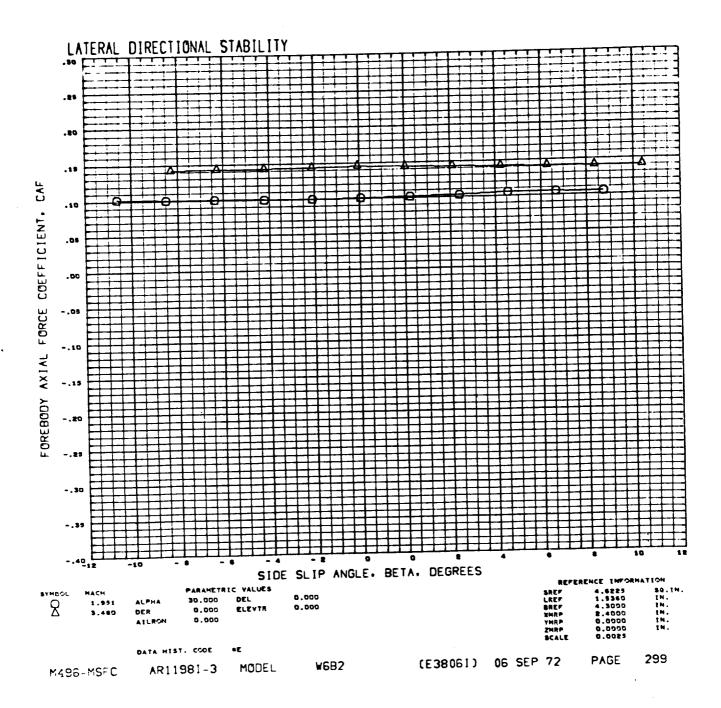


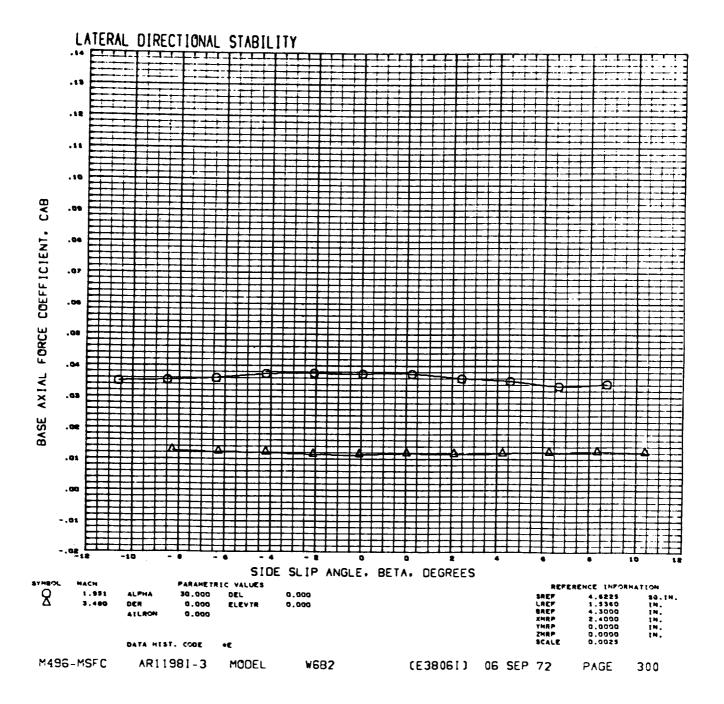




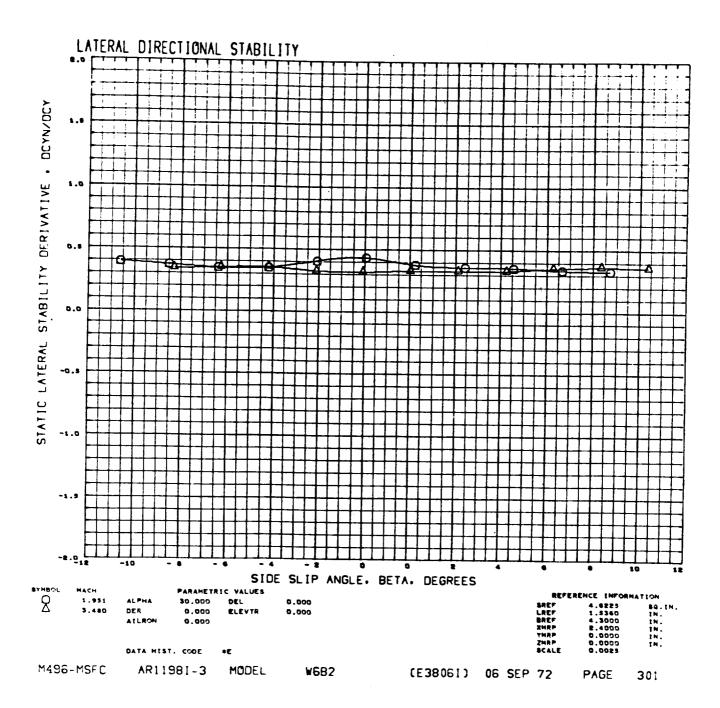


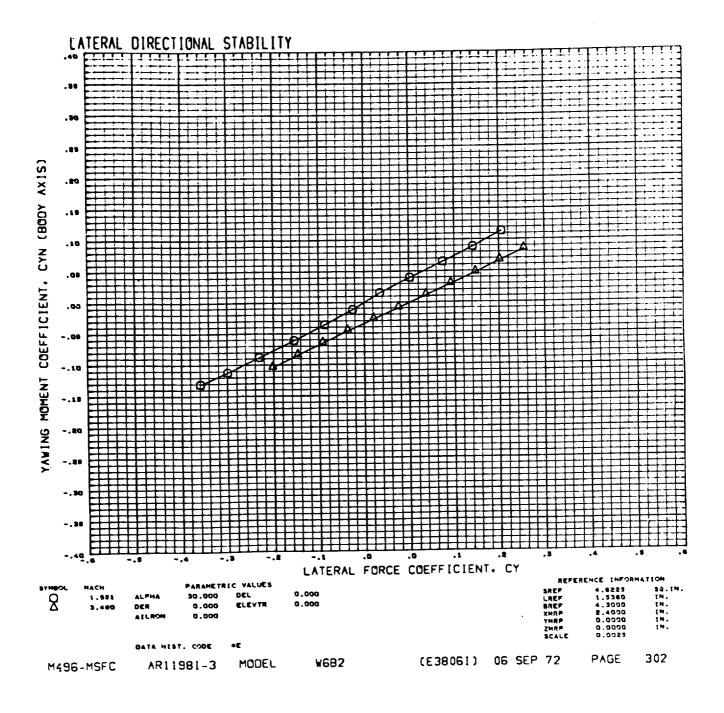


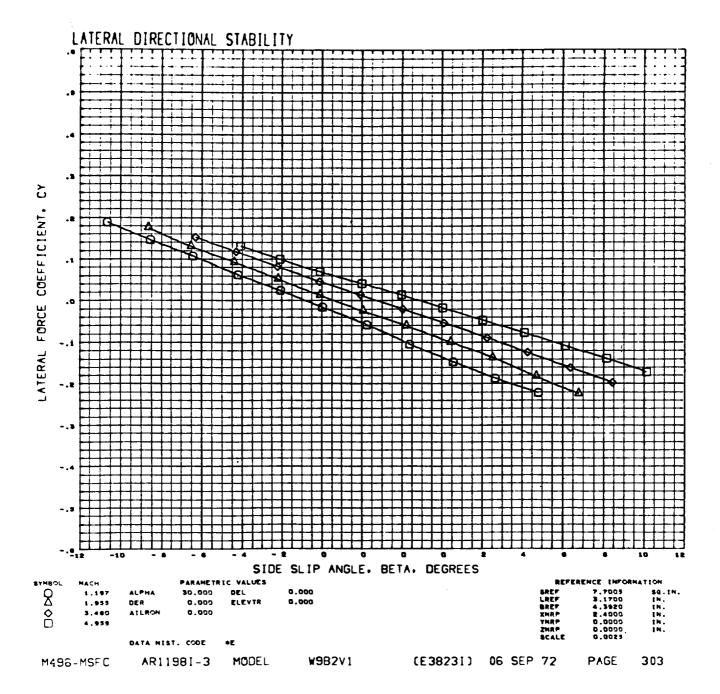


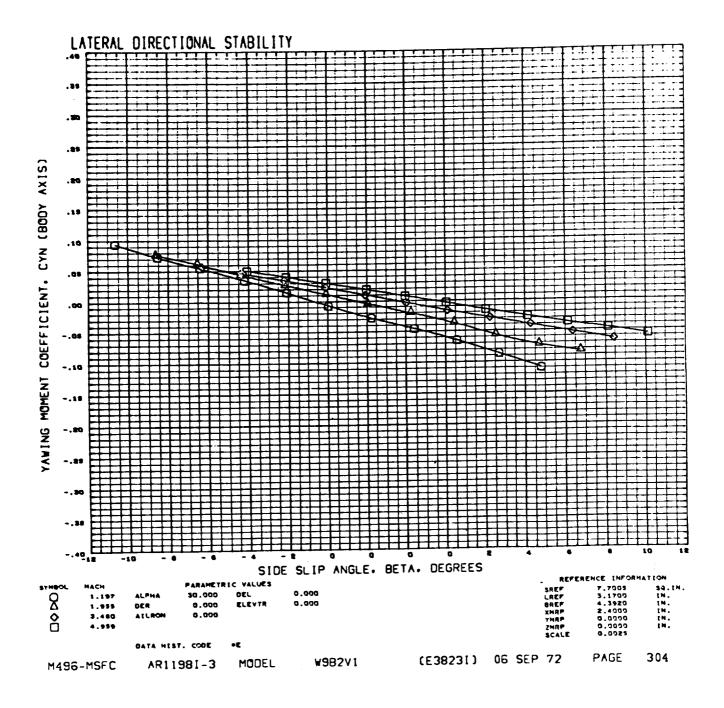


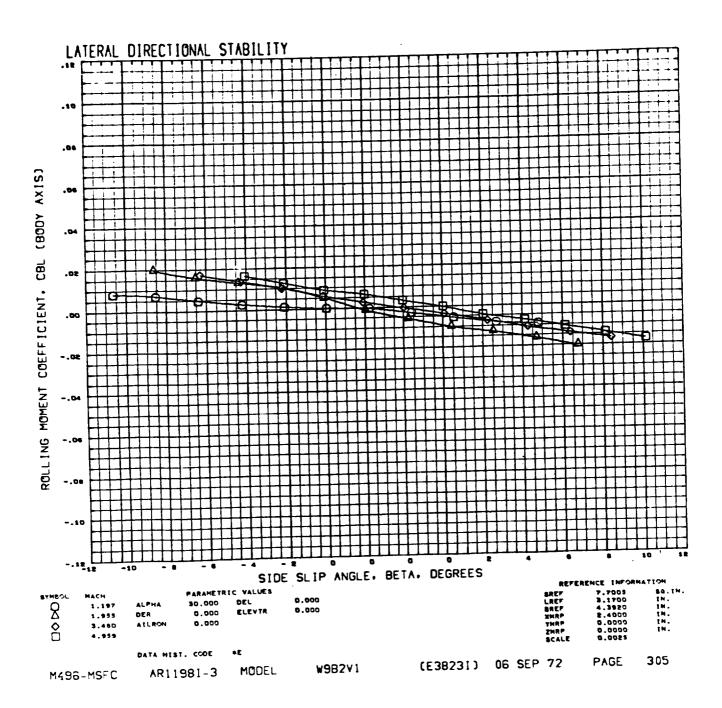
Į

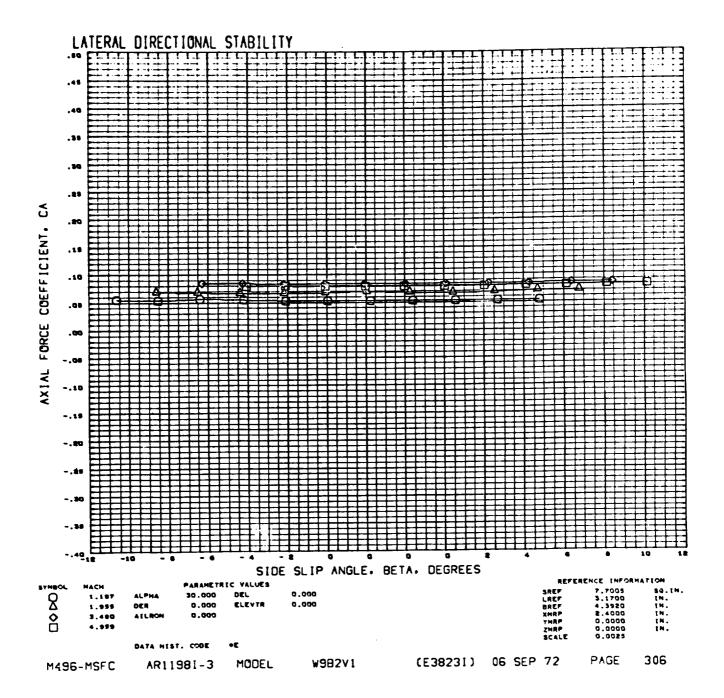


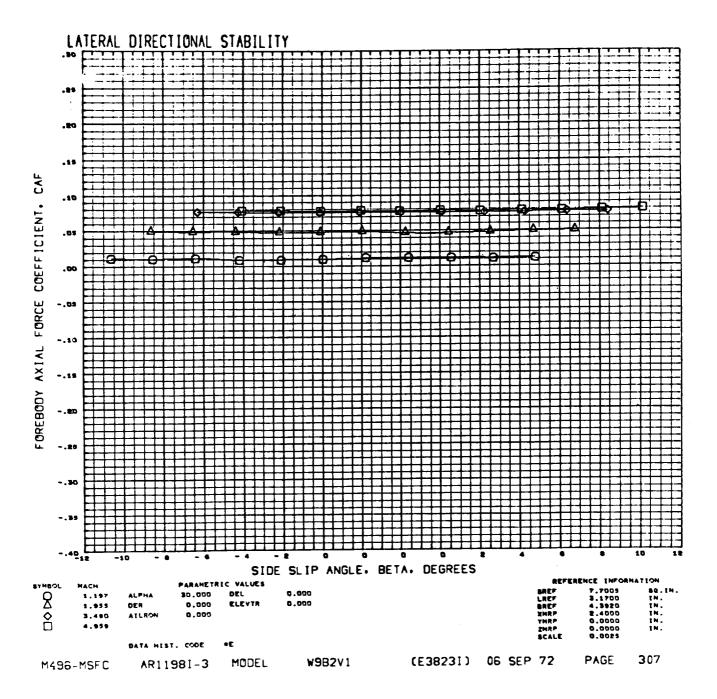


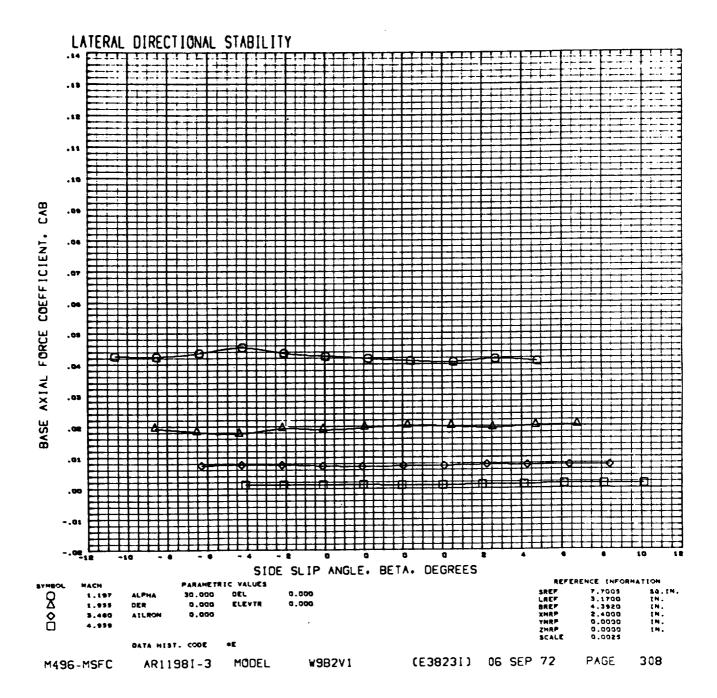


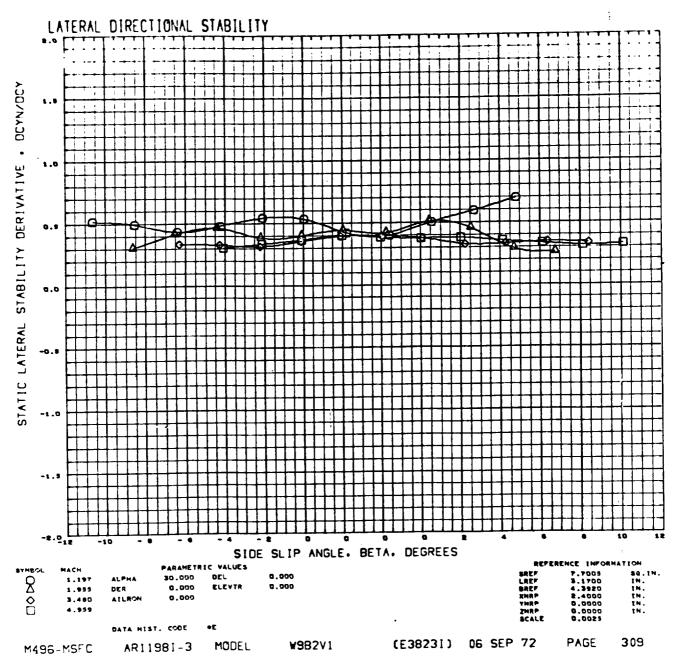




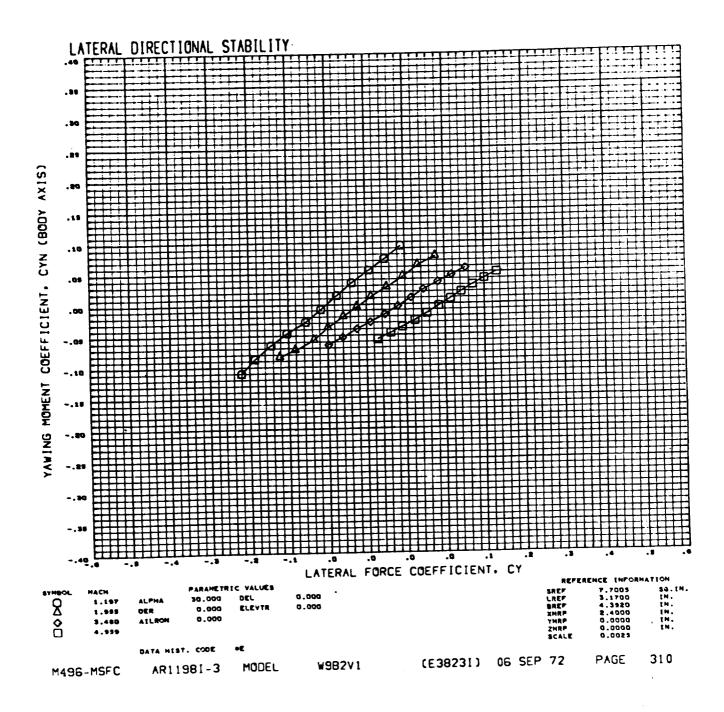


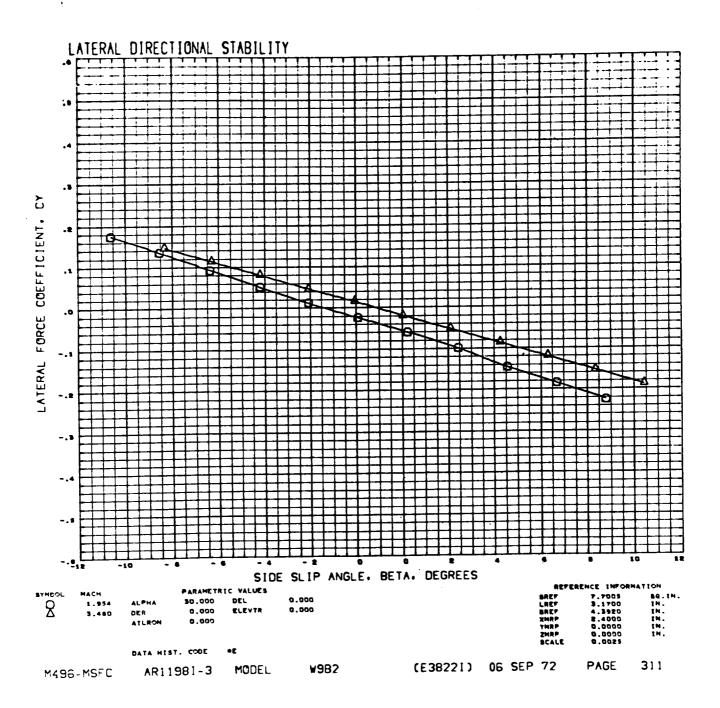


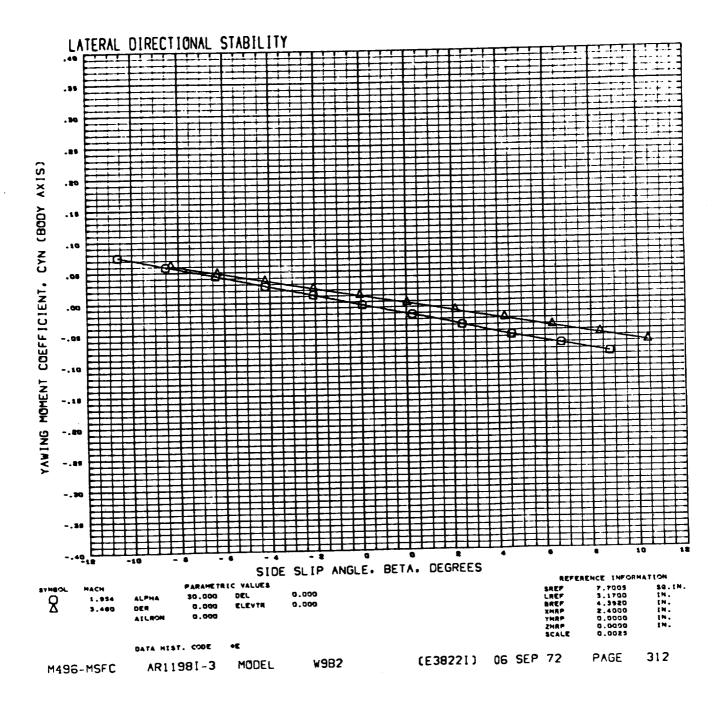


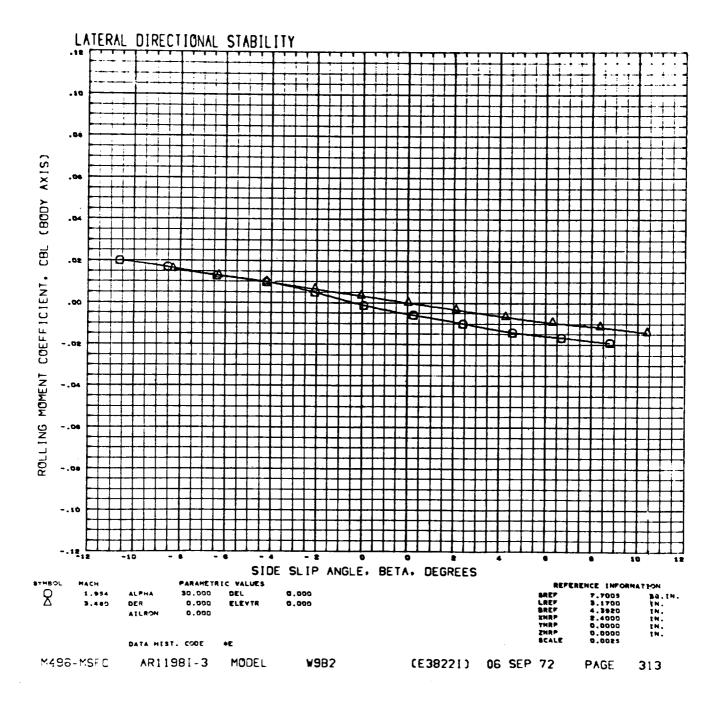


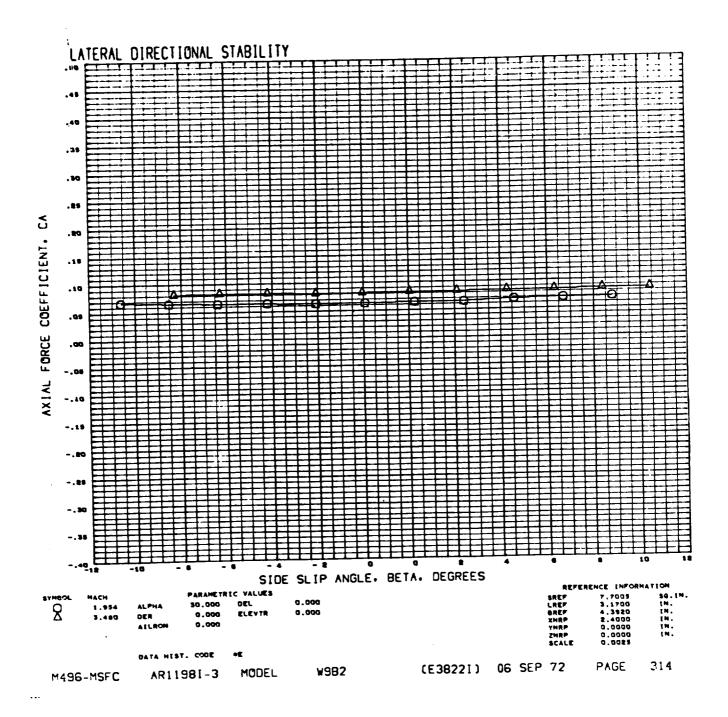
•••



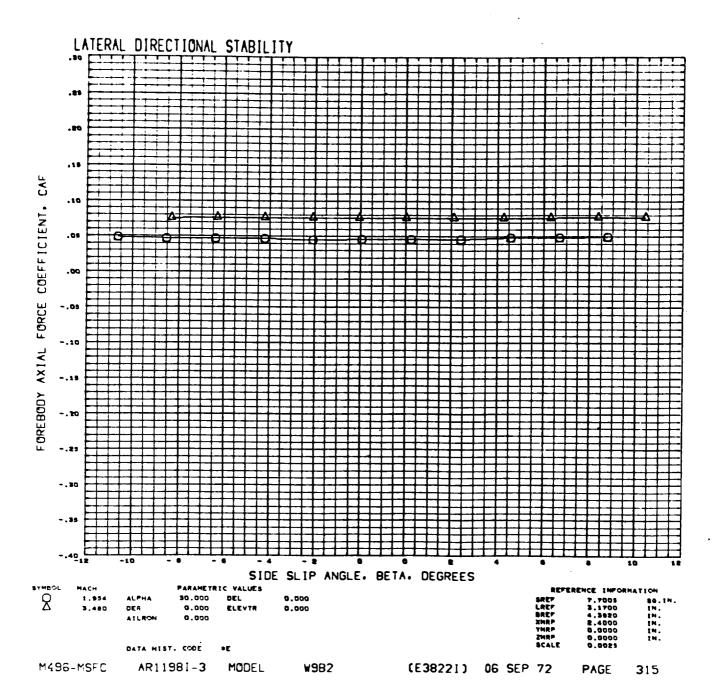


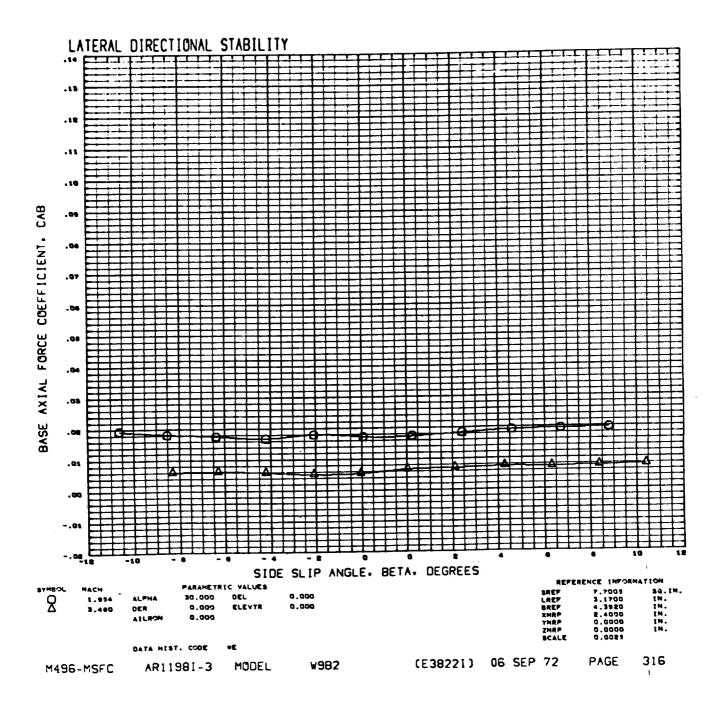


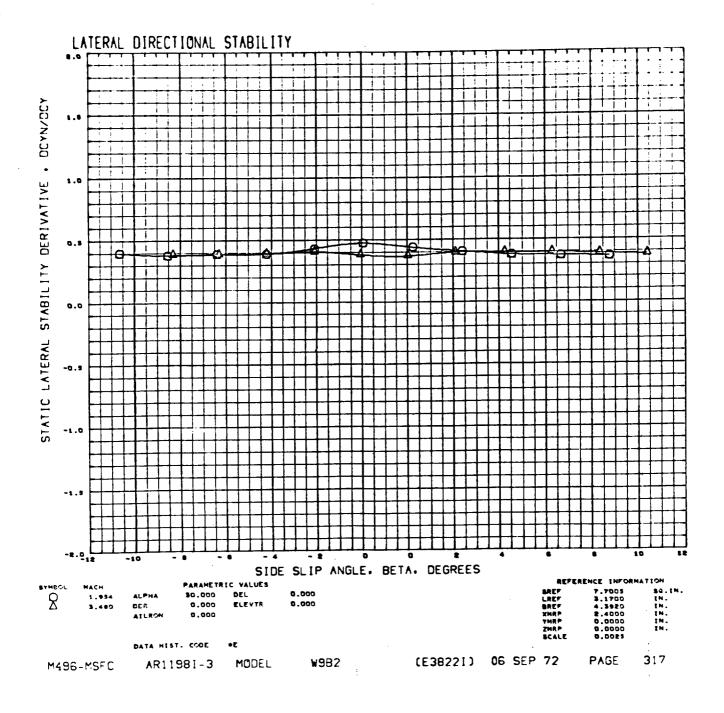


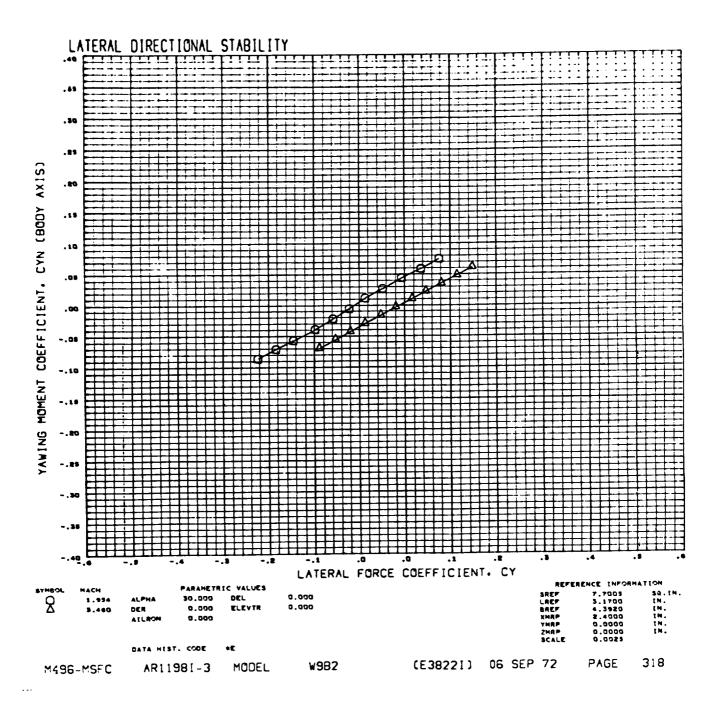


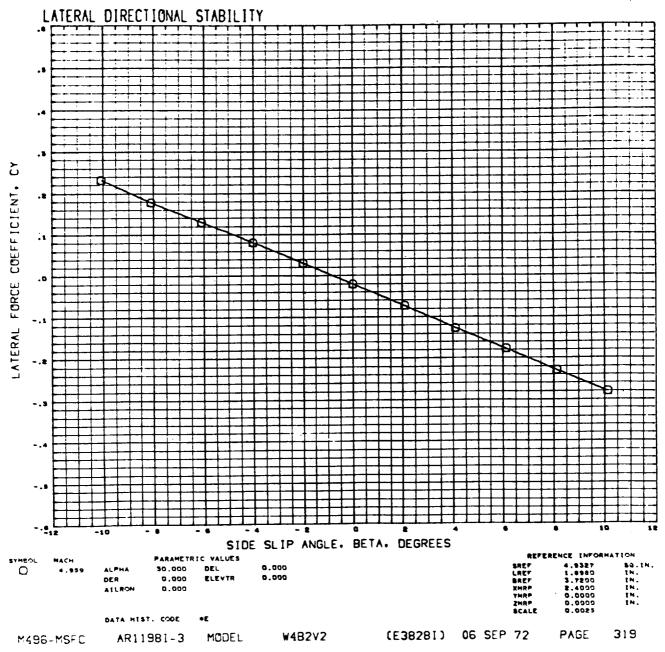
ĺ^



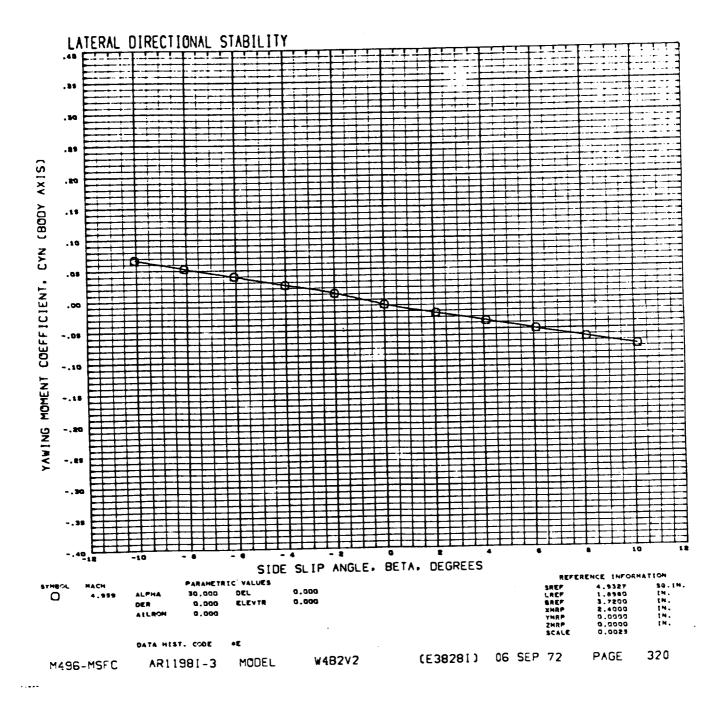


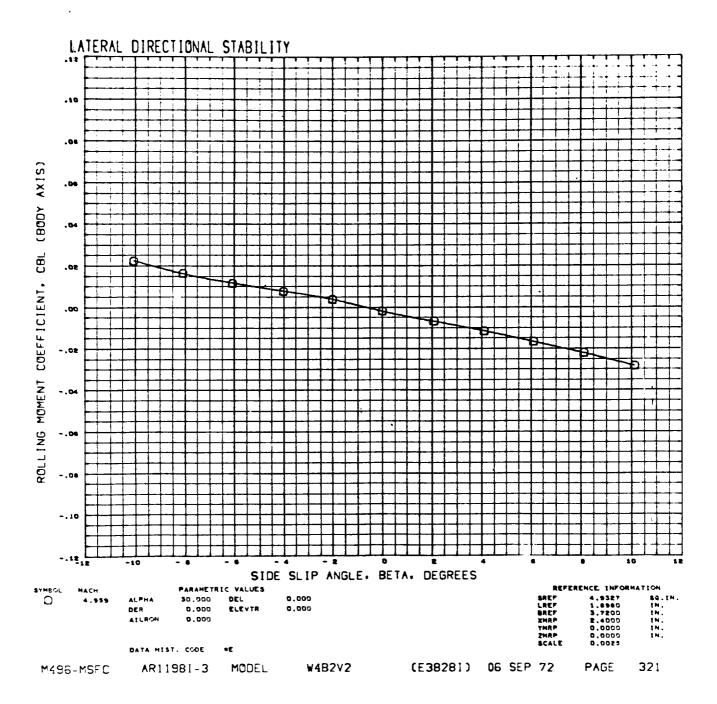


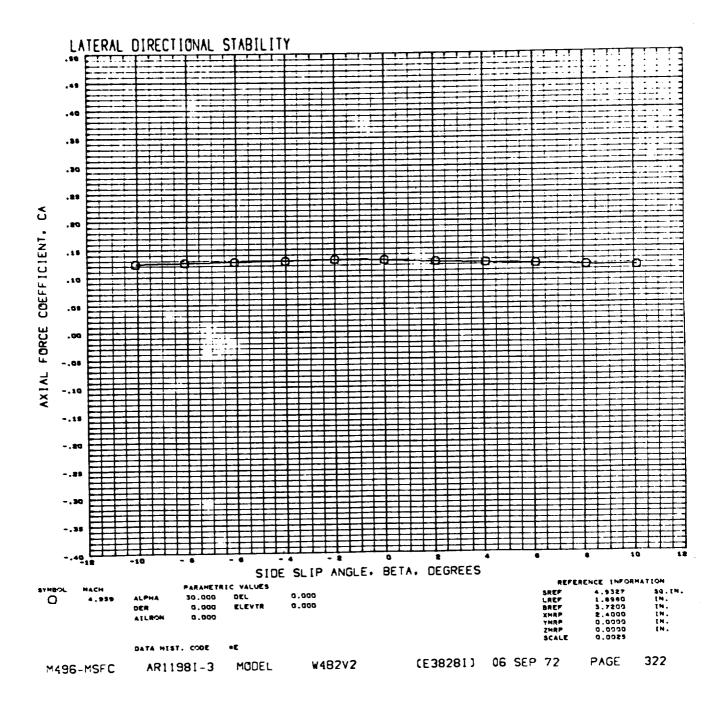




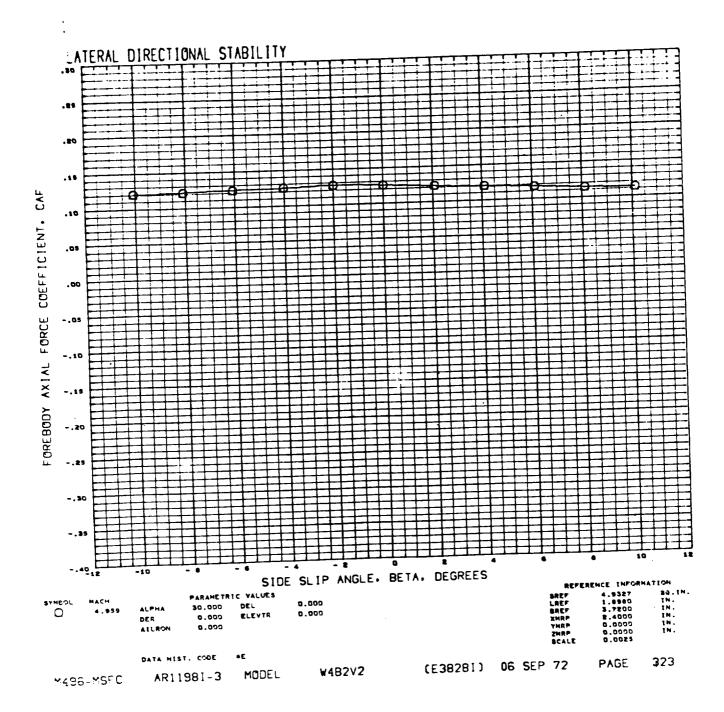
...

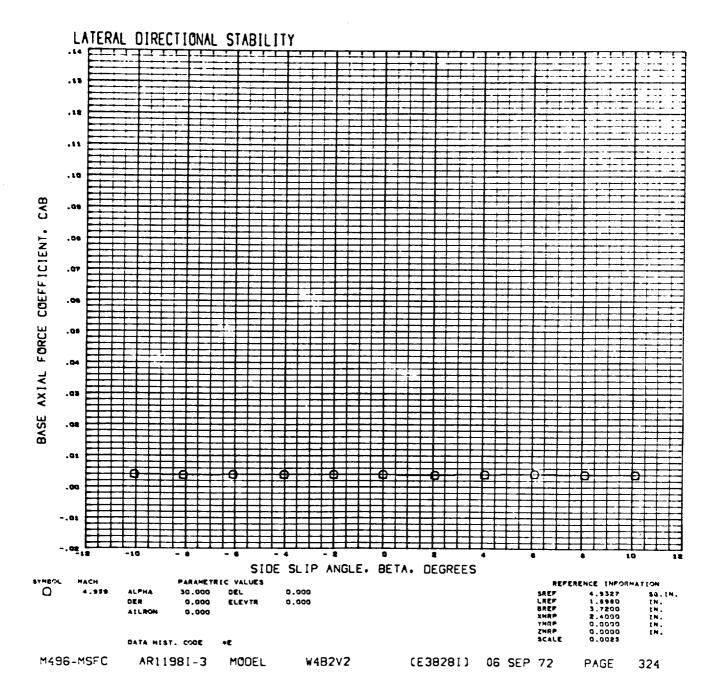


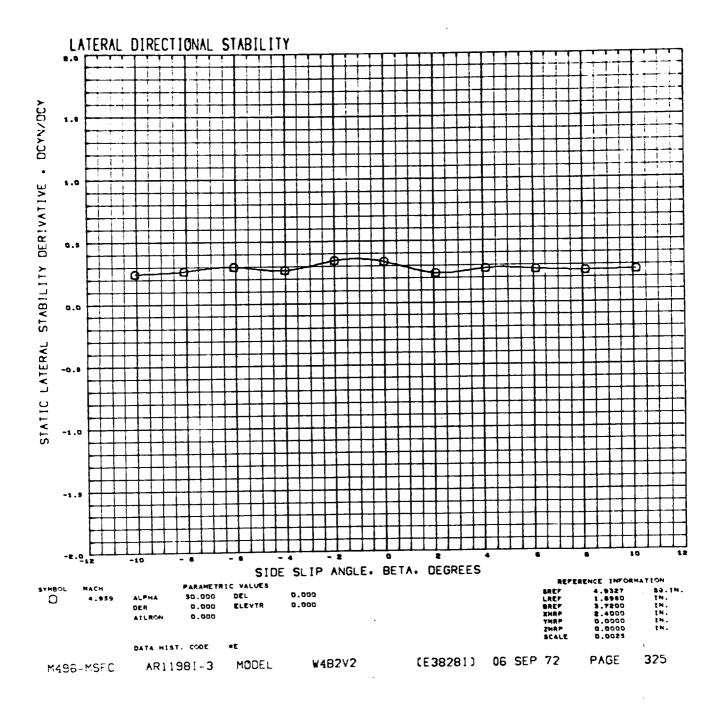


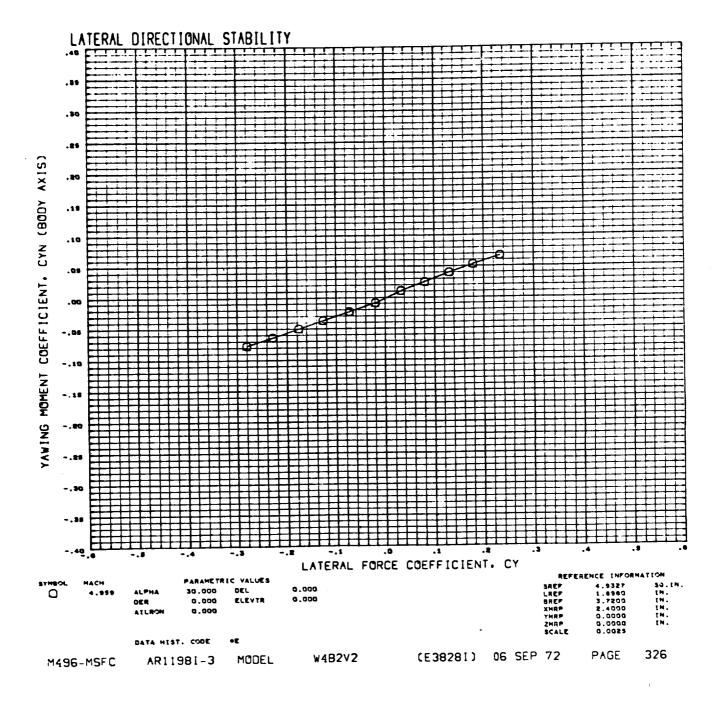


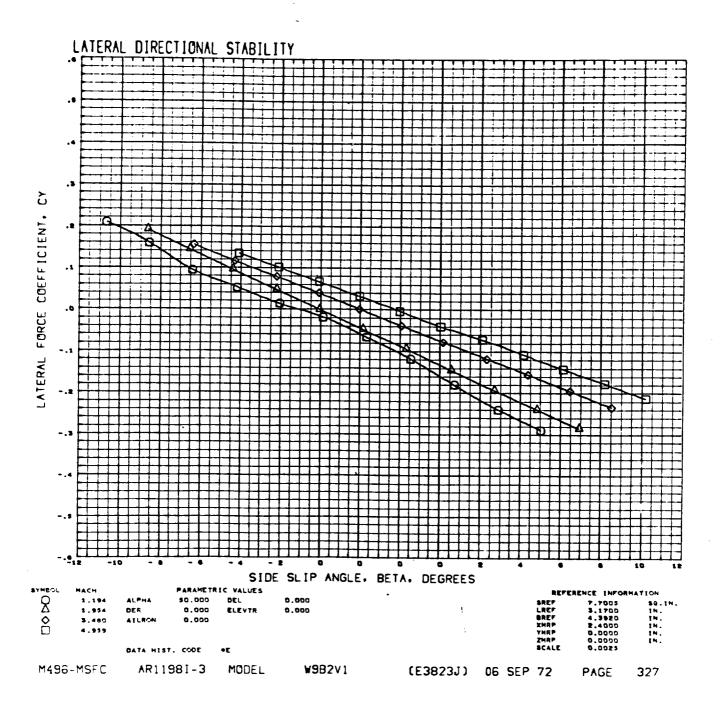
,

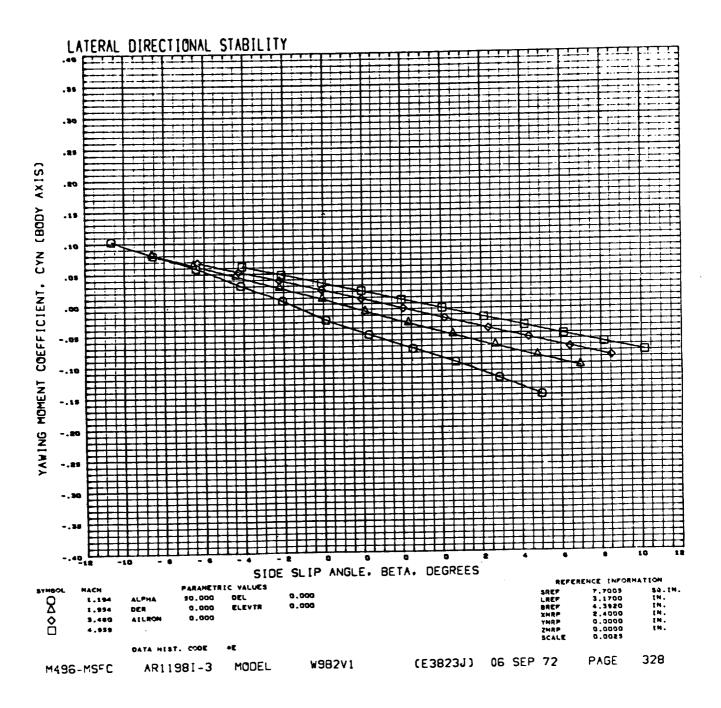


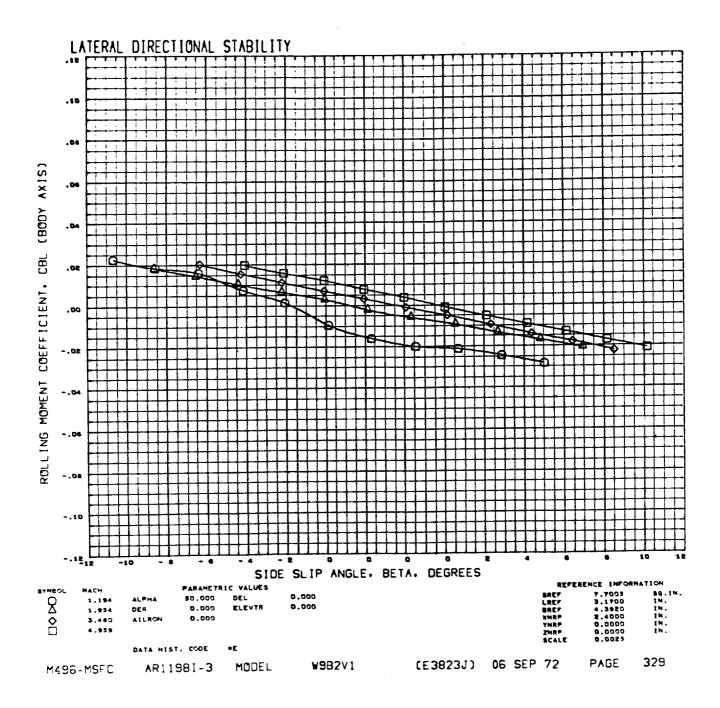


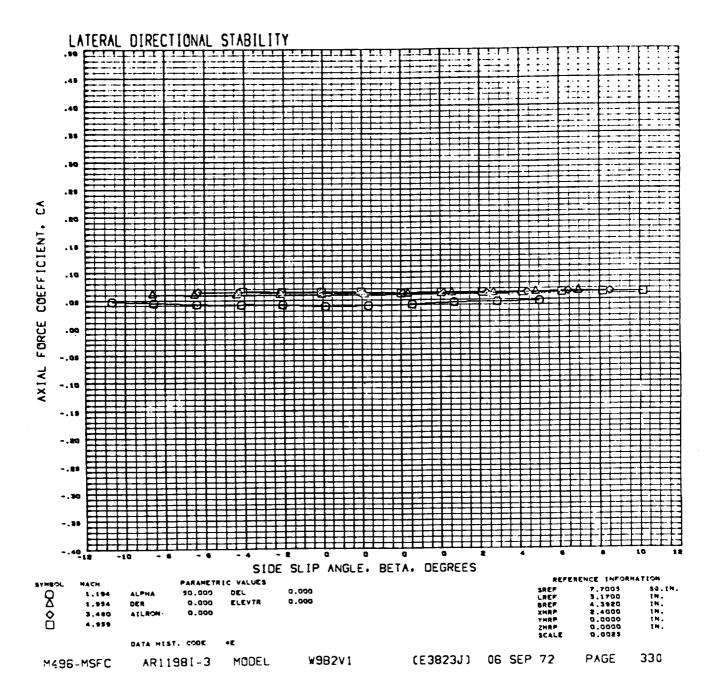


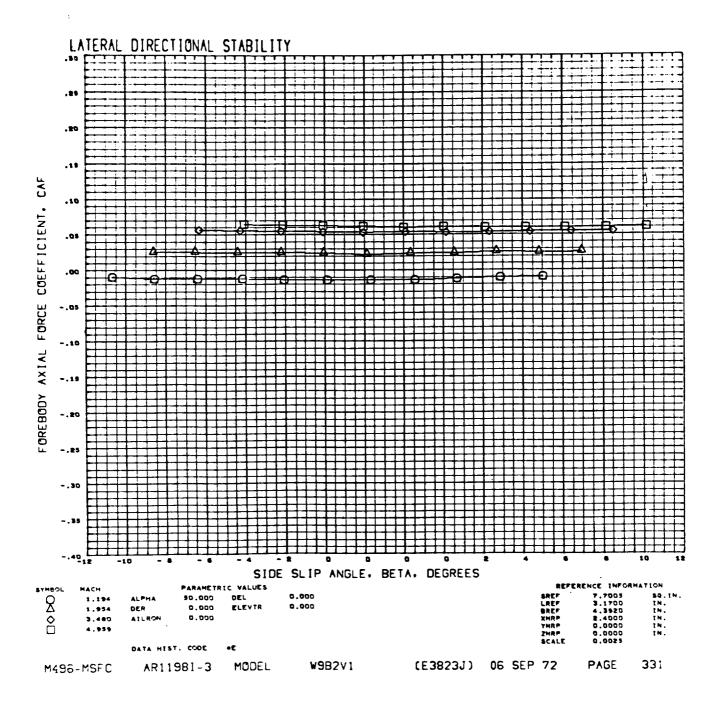


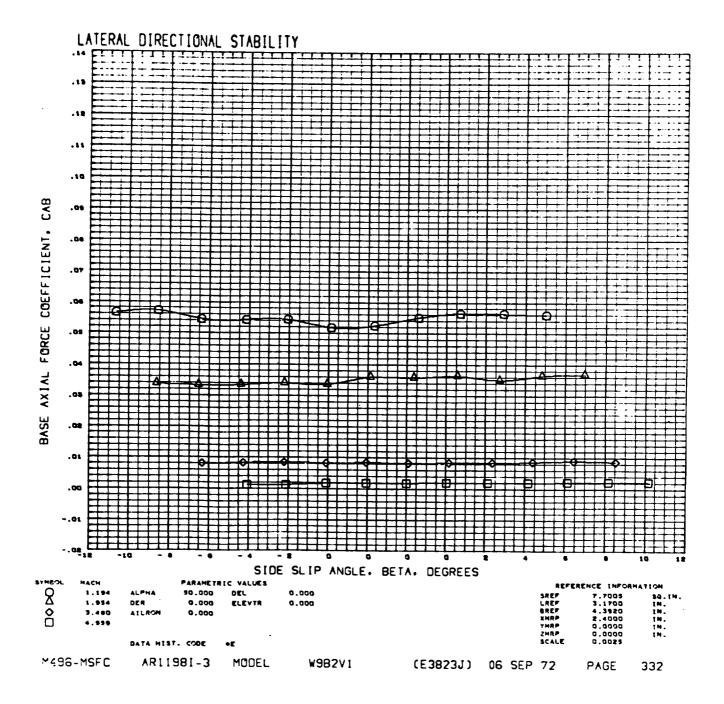


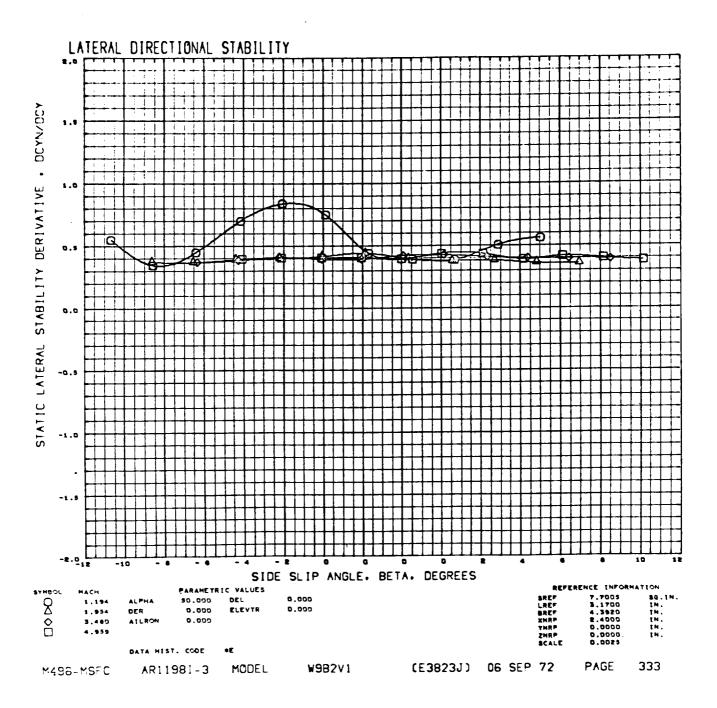


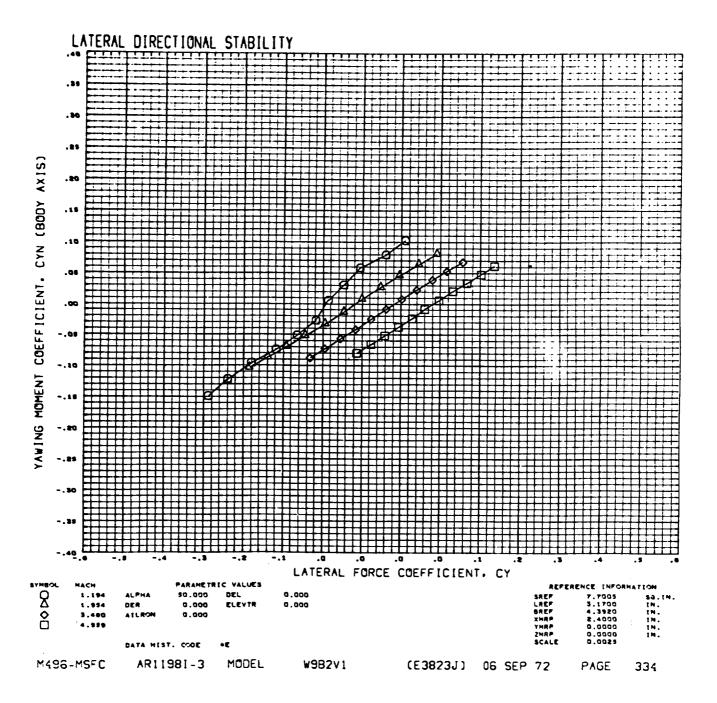


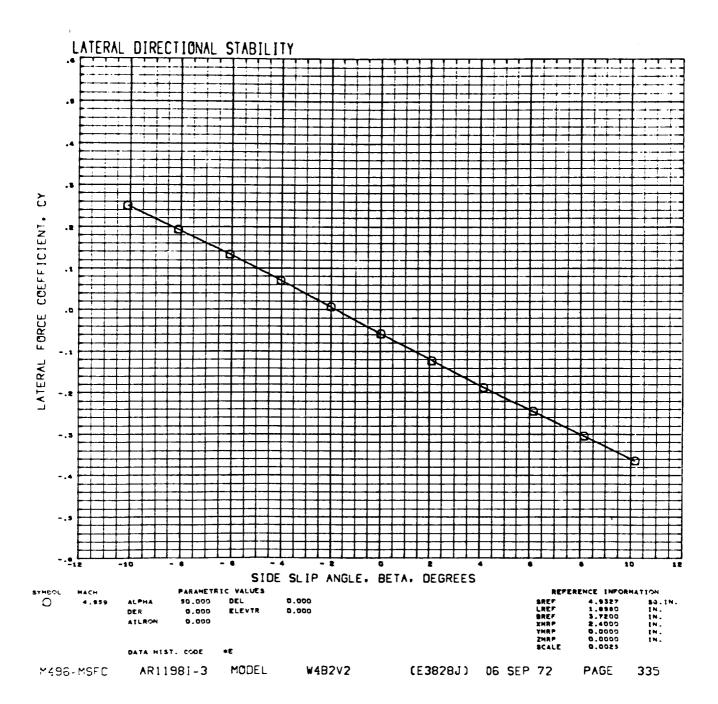


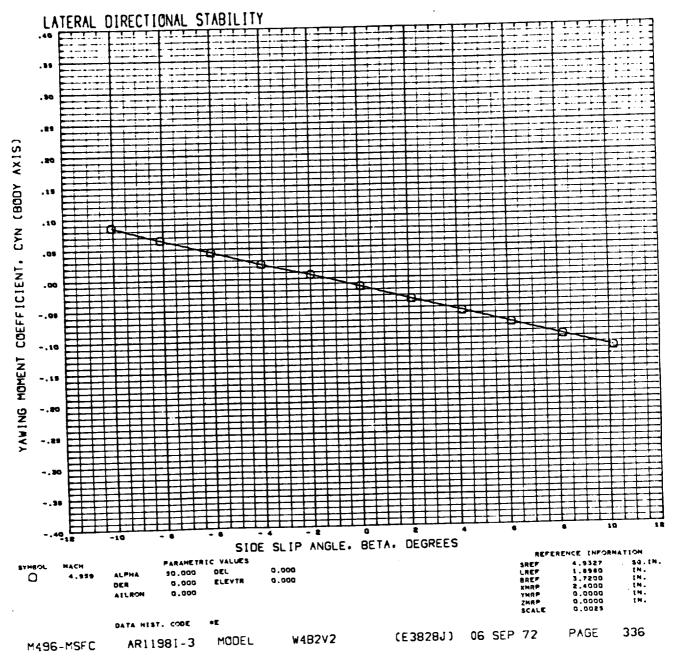




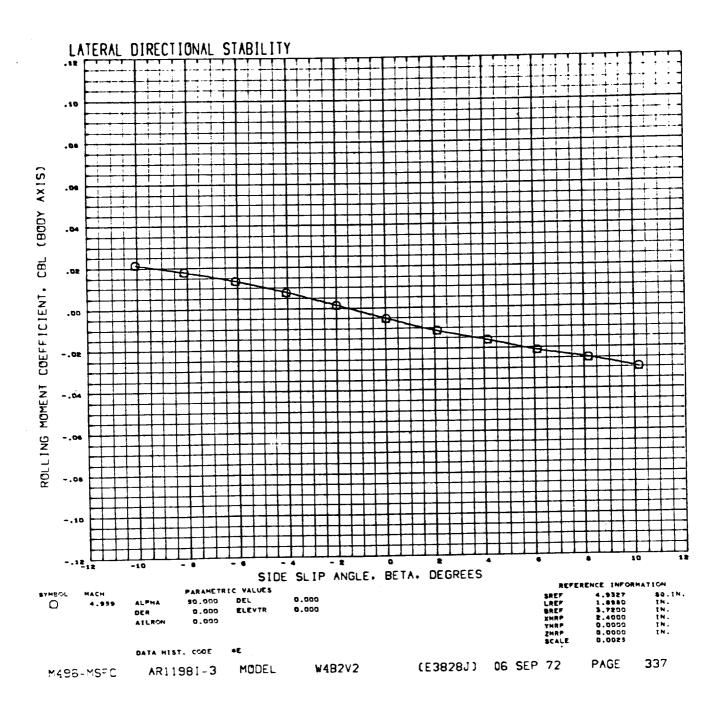


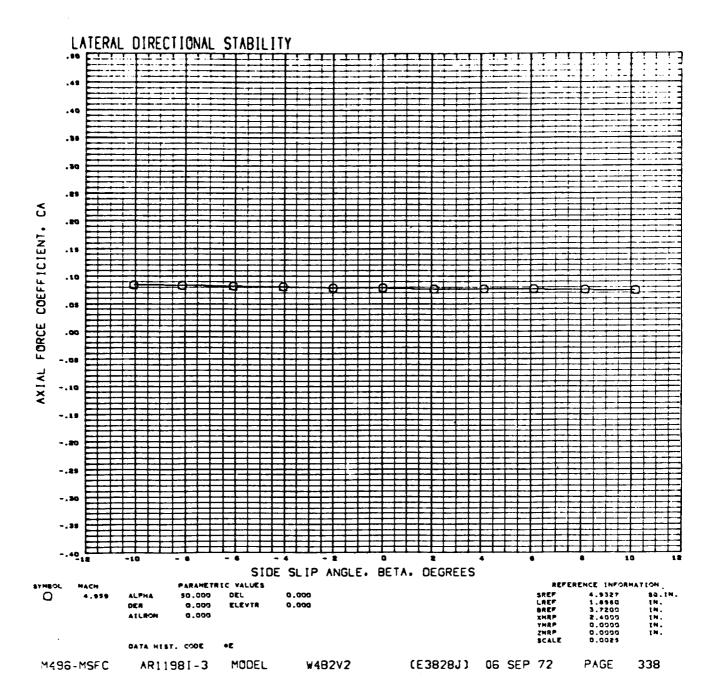




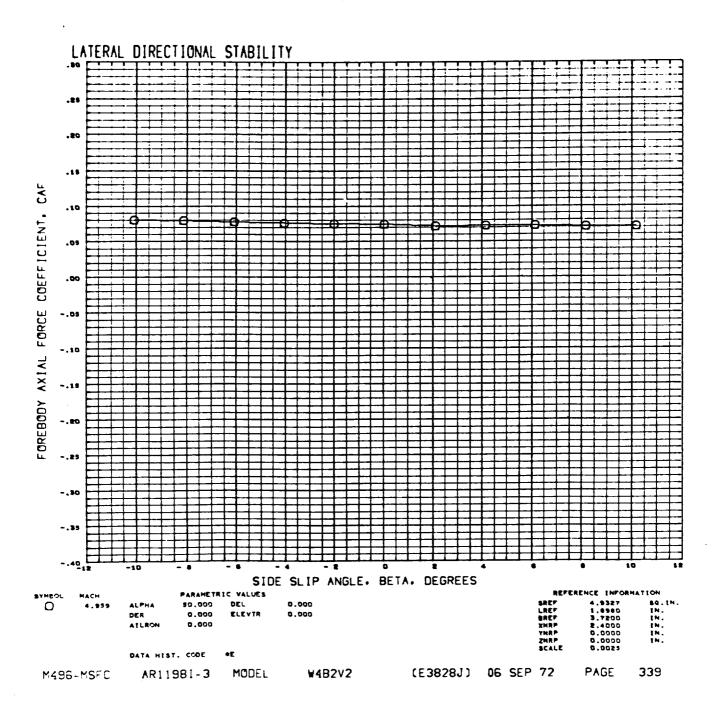


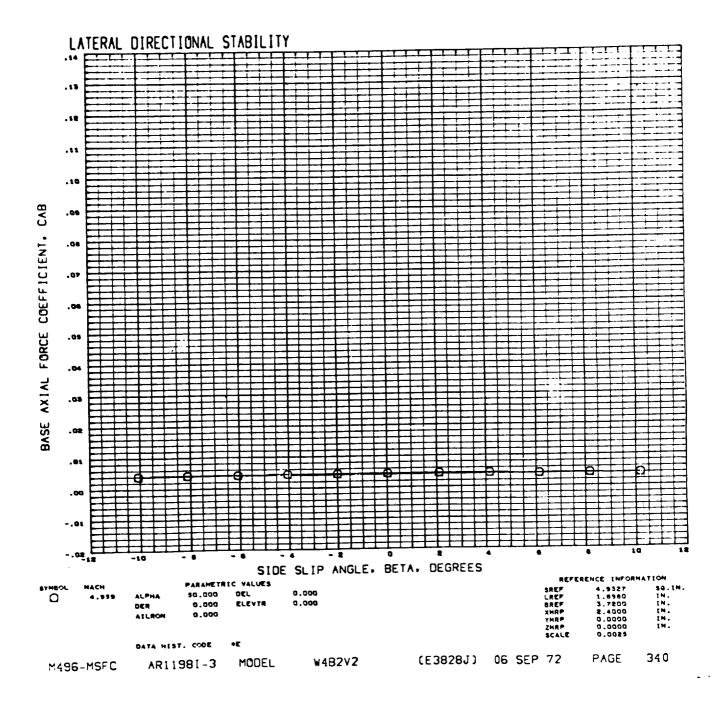
....



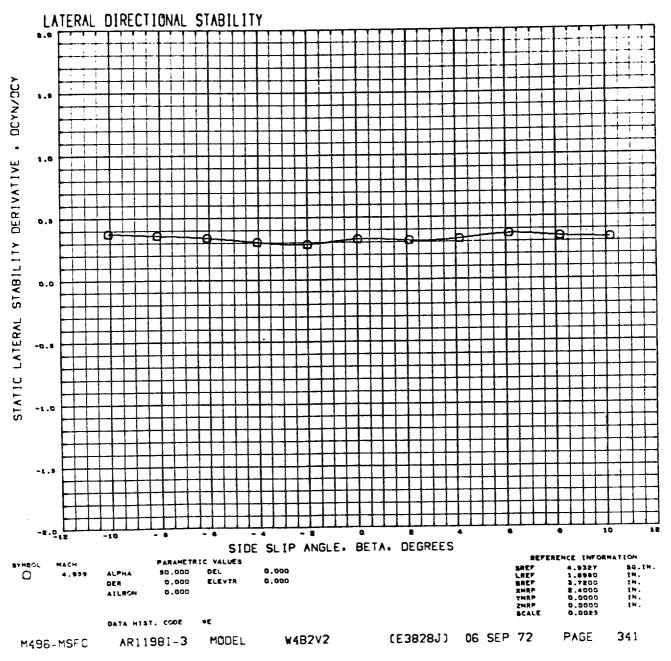


ľ

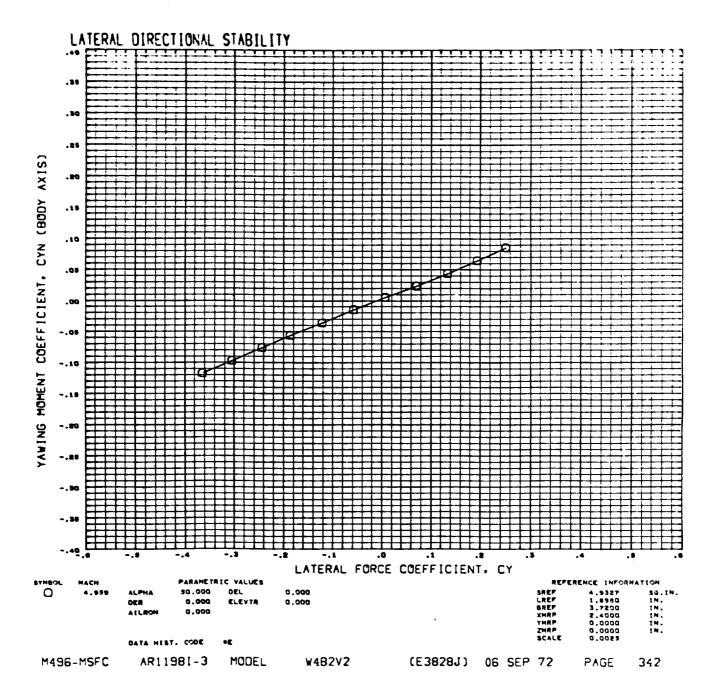


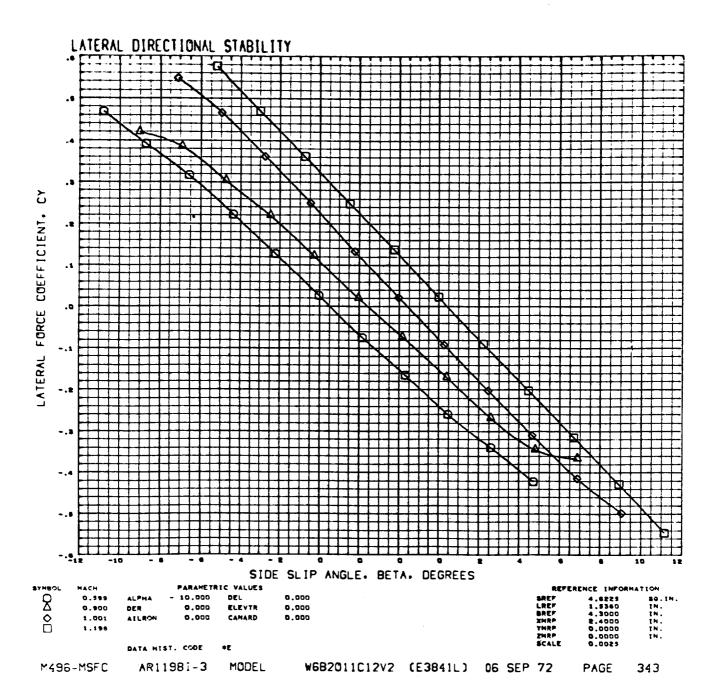


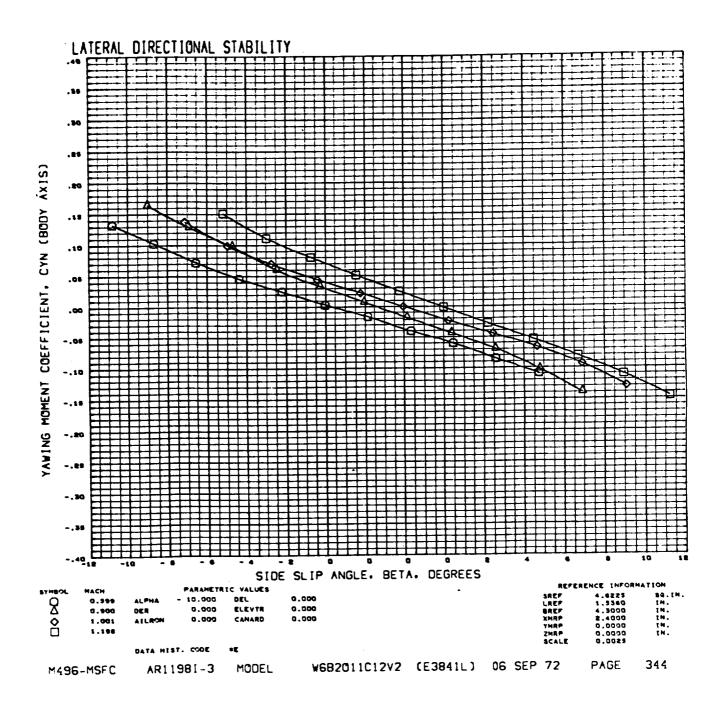
}

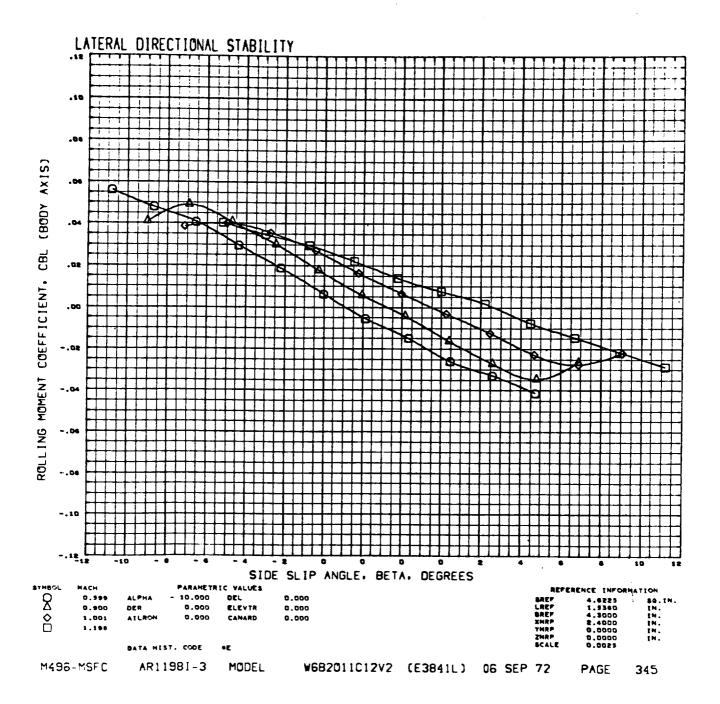


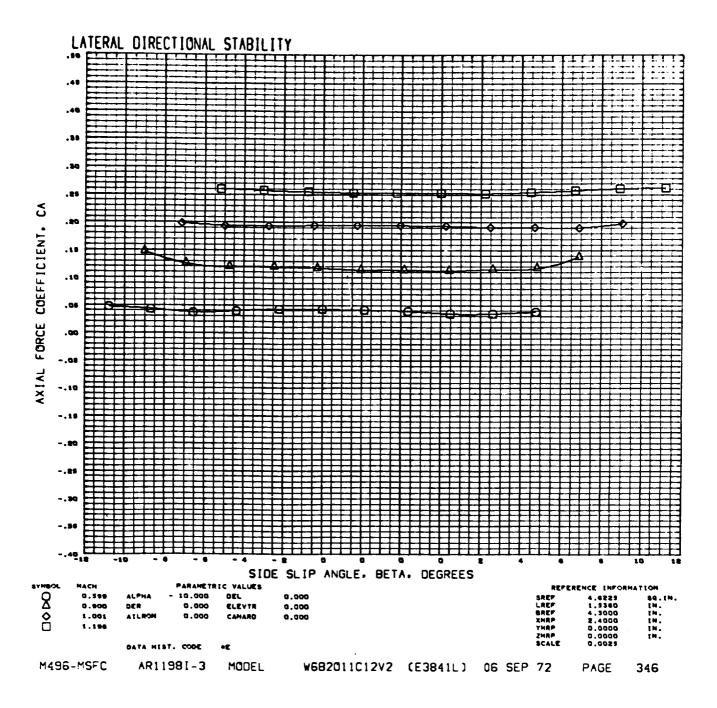
....



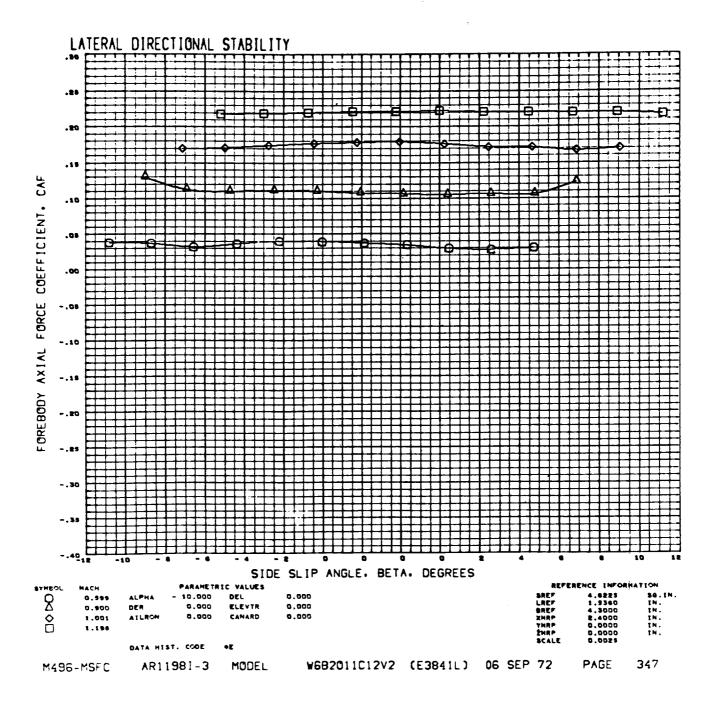


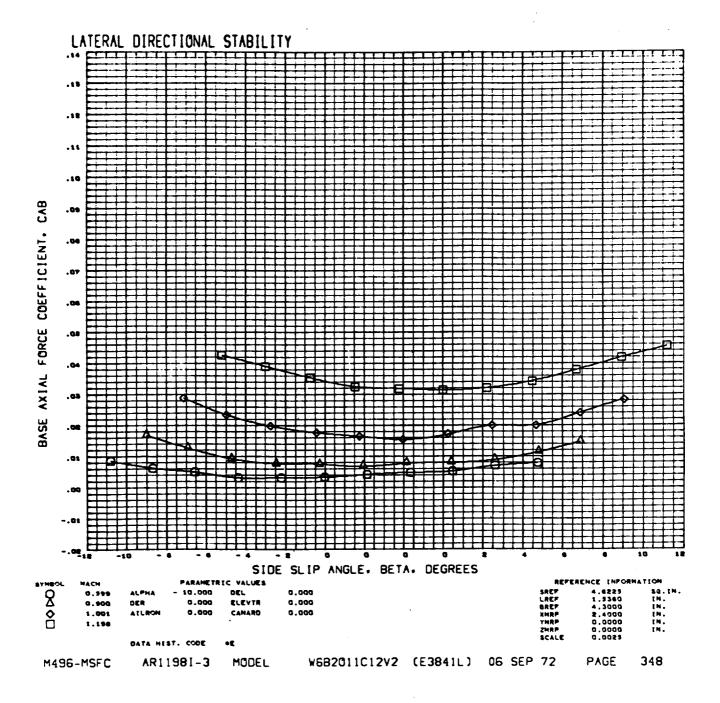


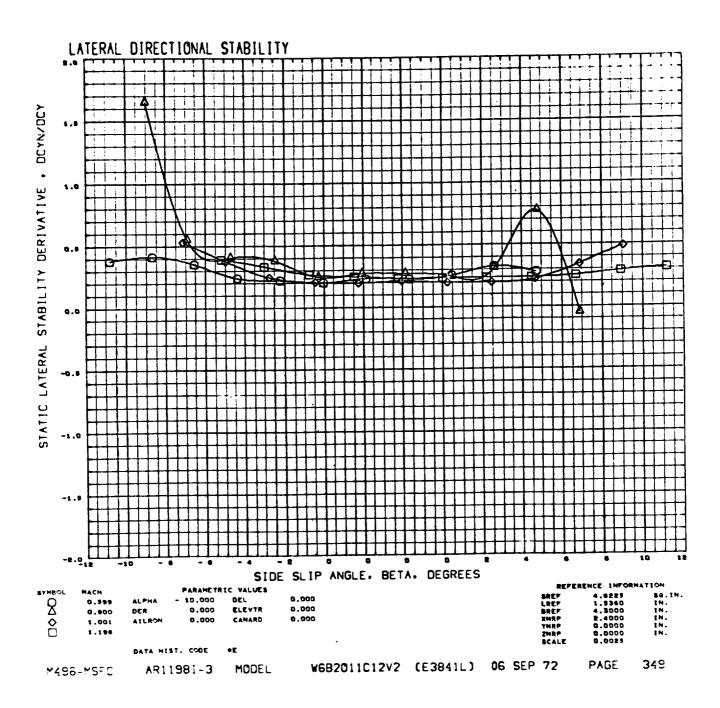


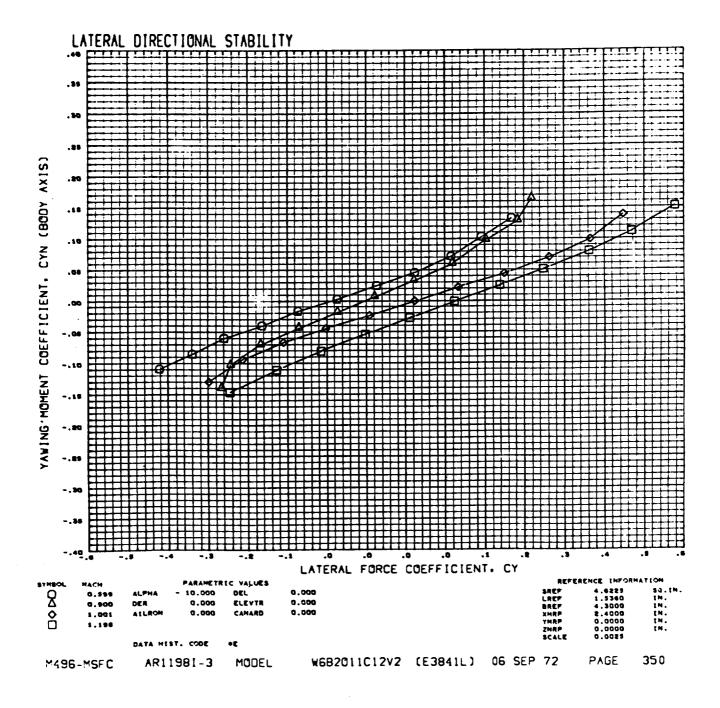


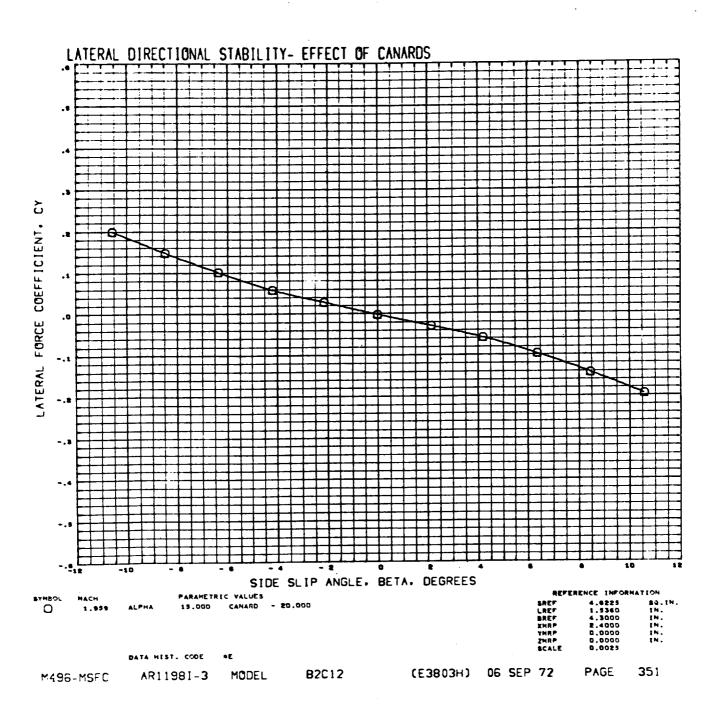
(

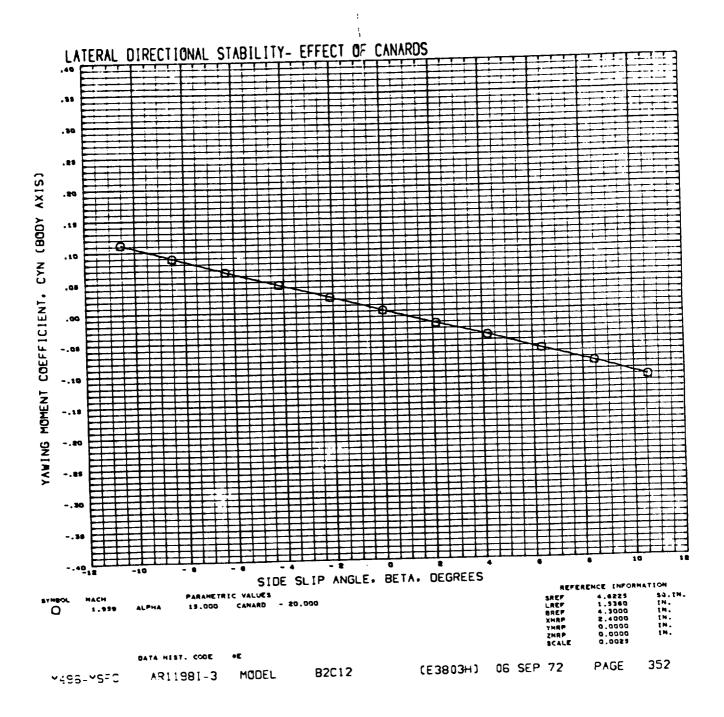


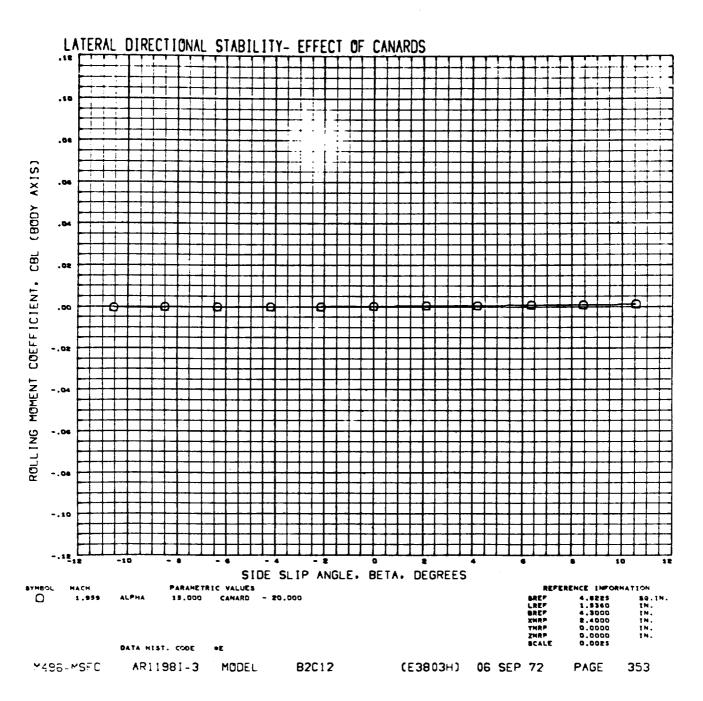


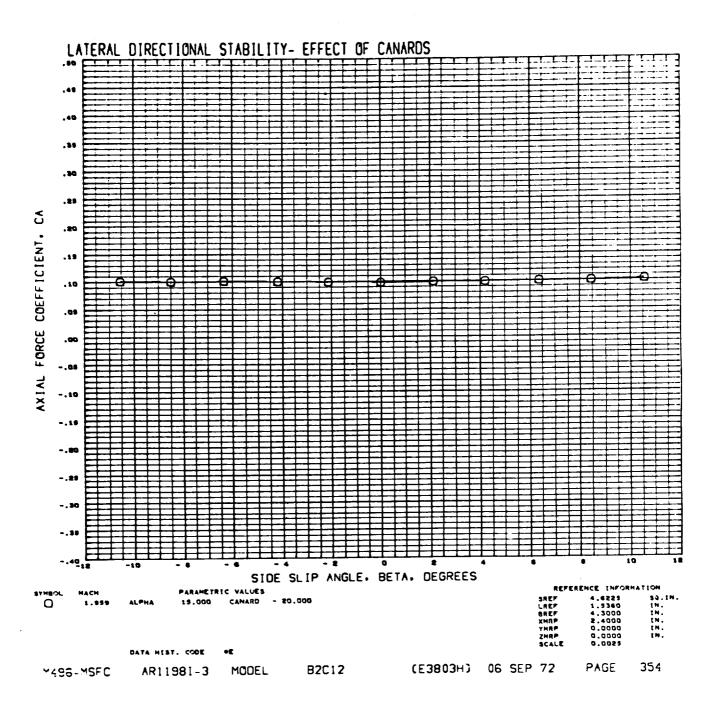




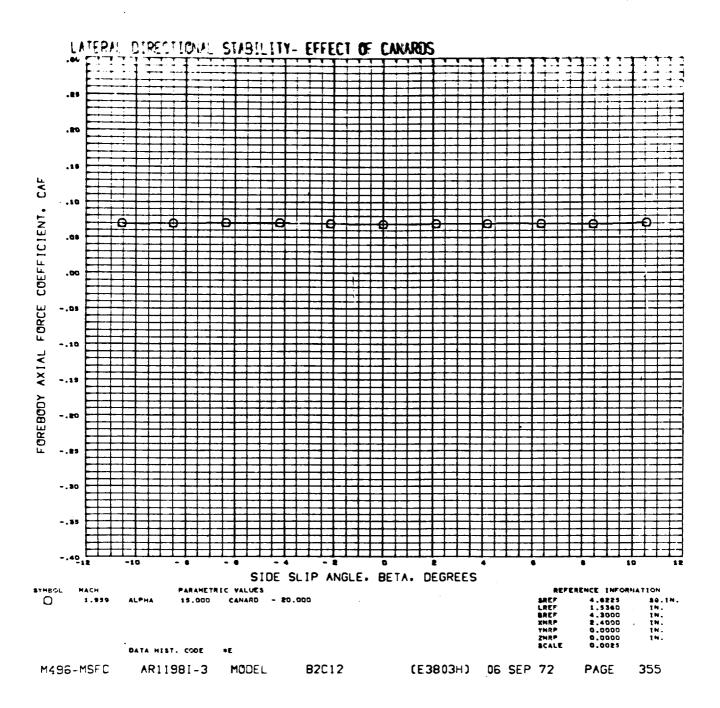


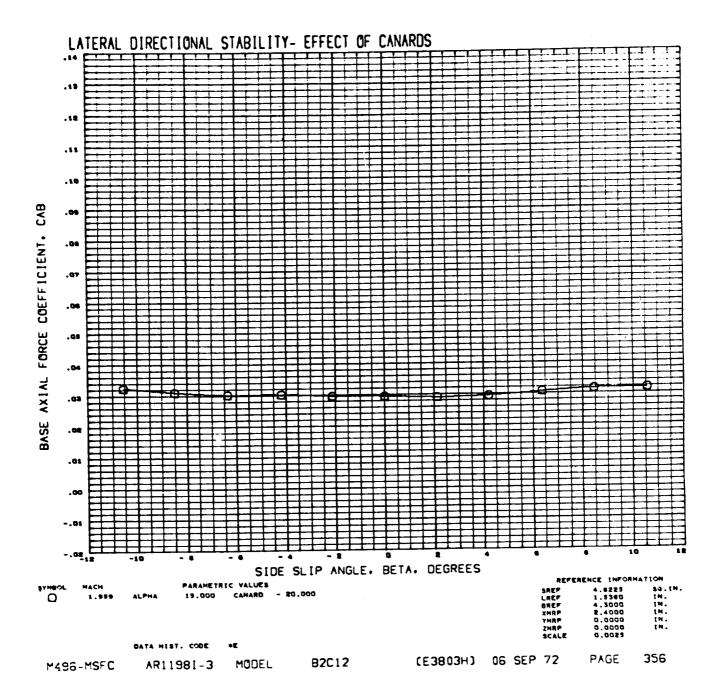




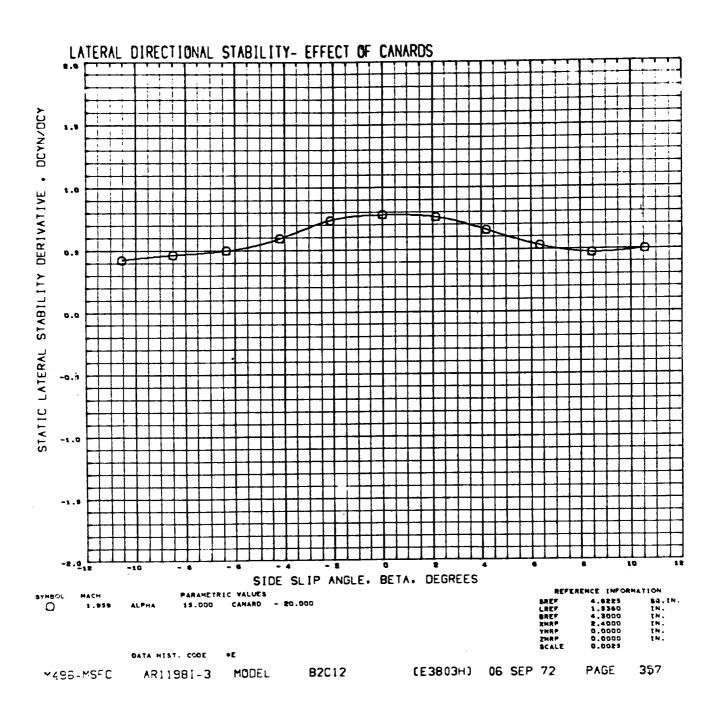


į

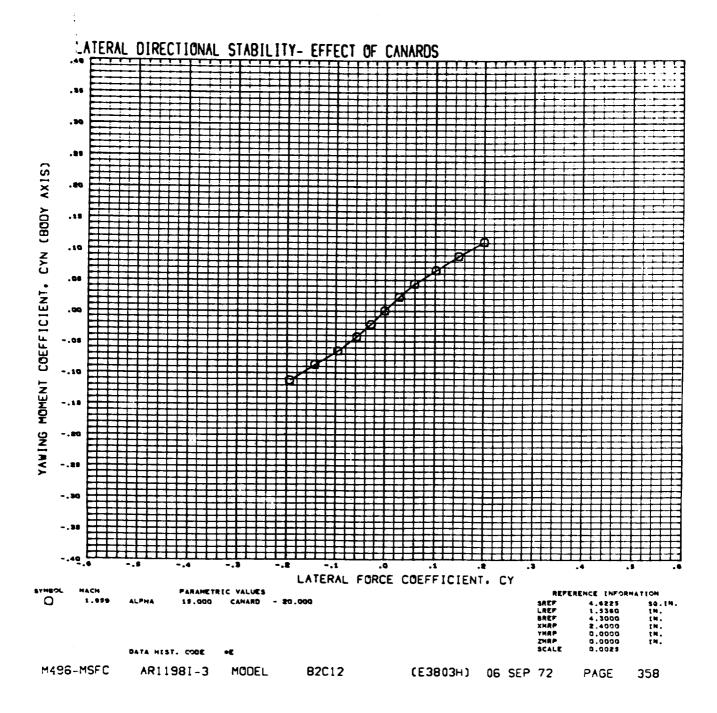




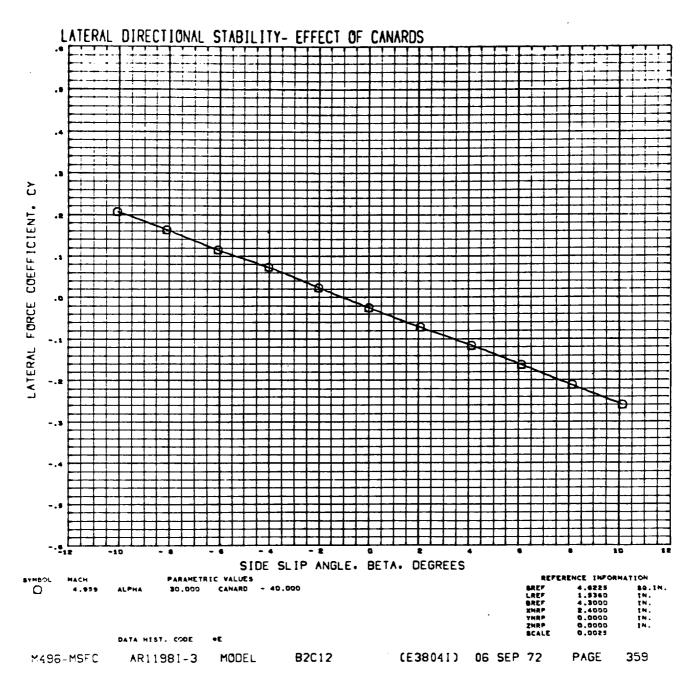
;

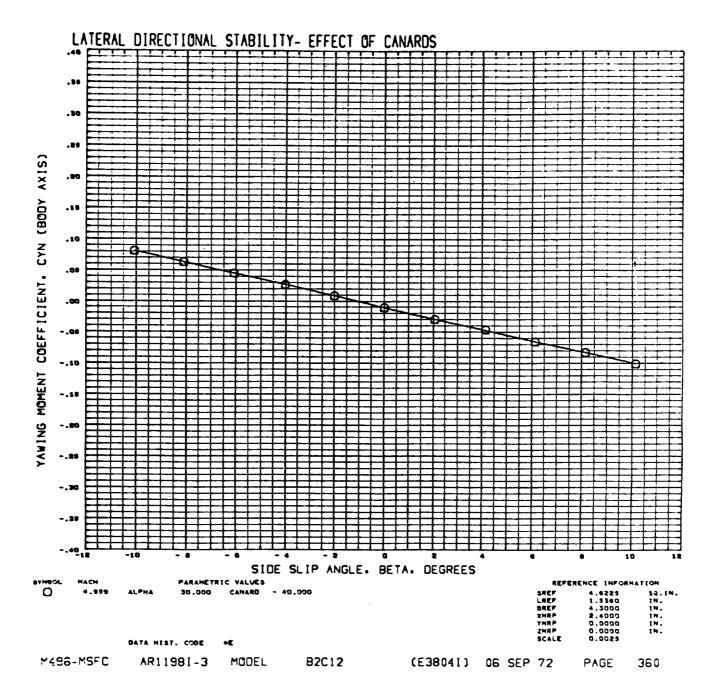


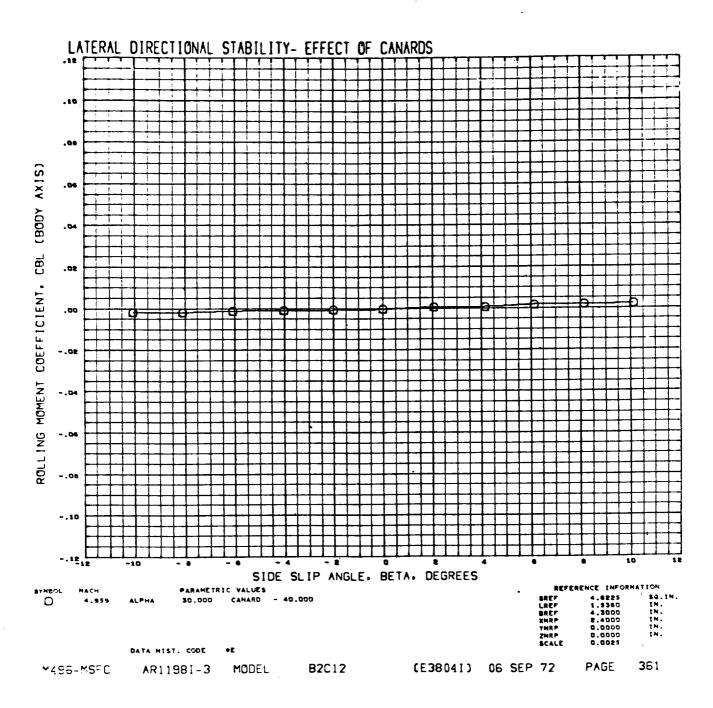
.



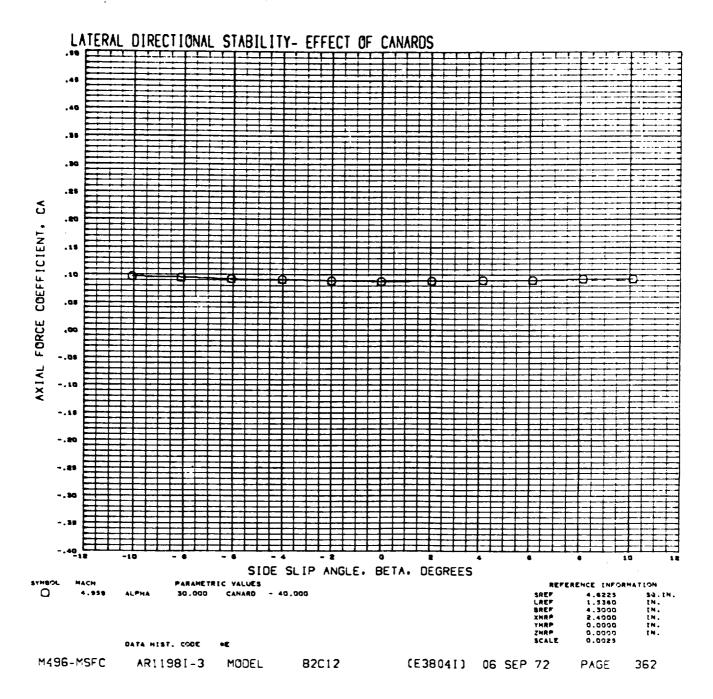
(

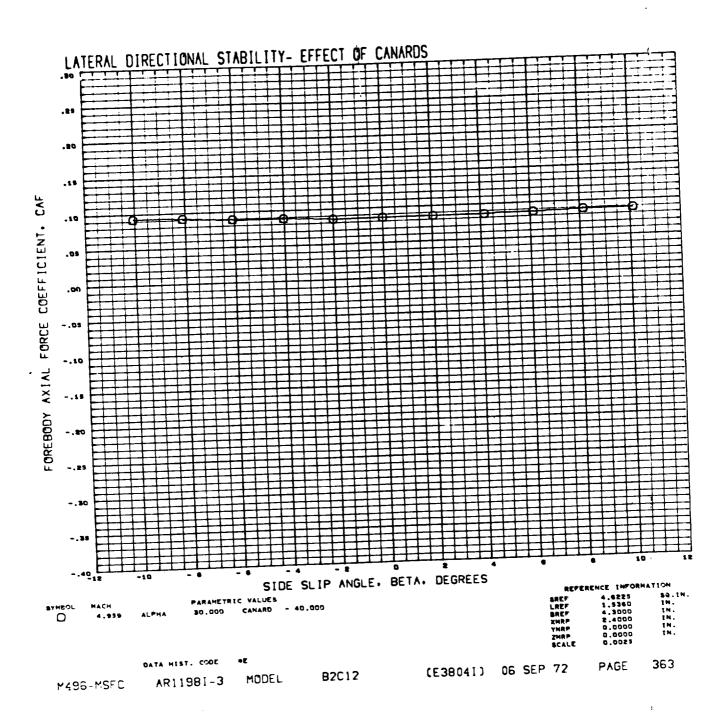


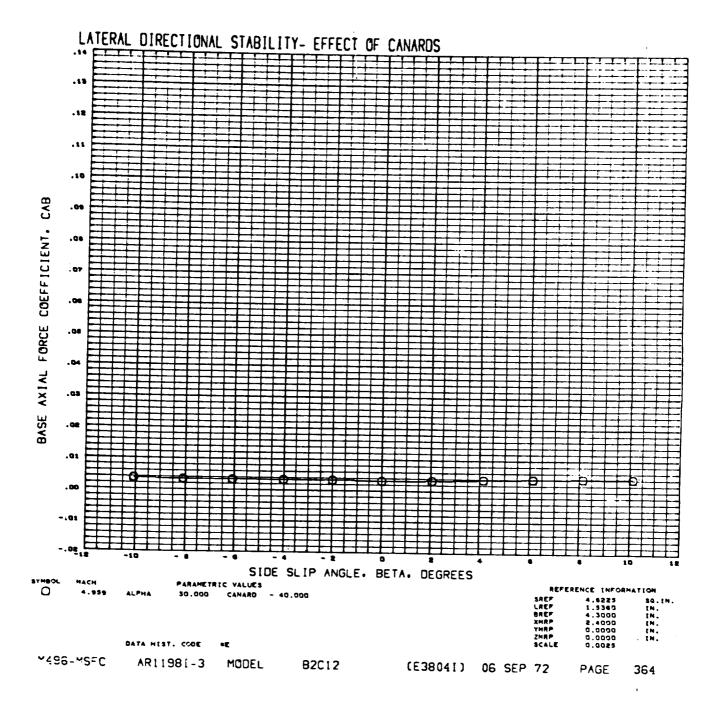


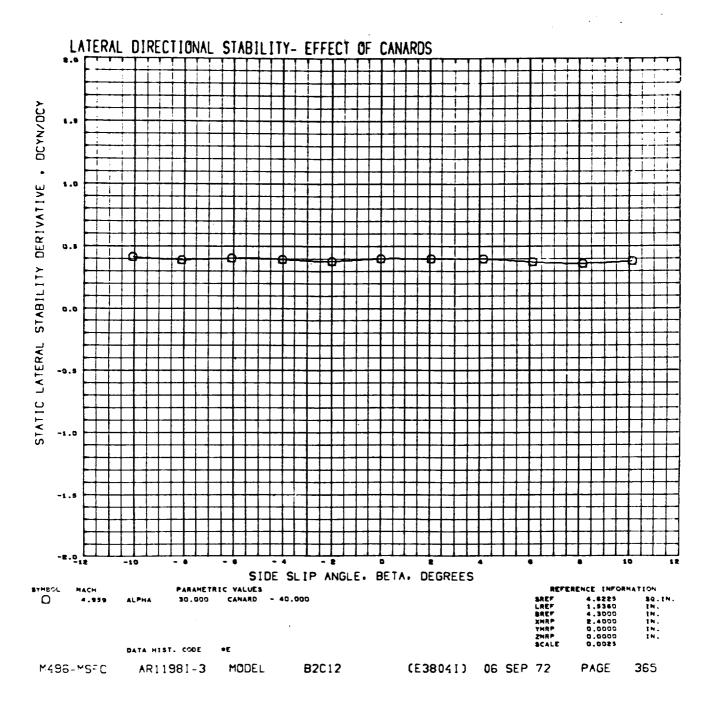


X

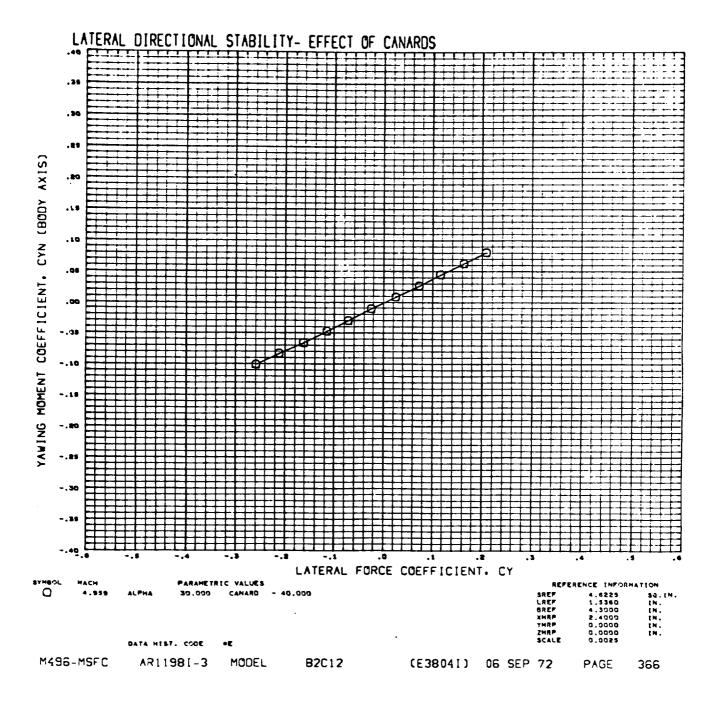


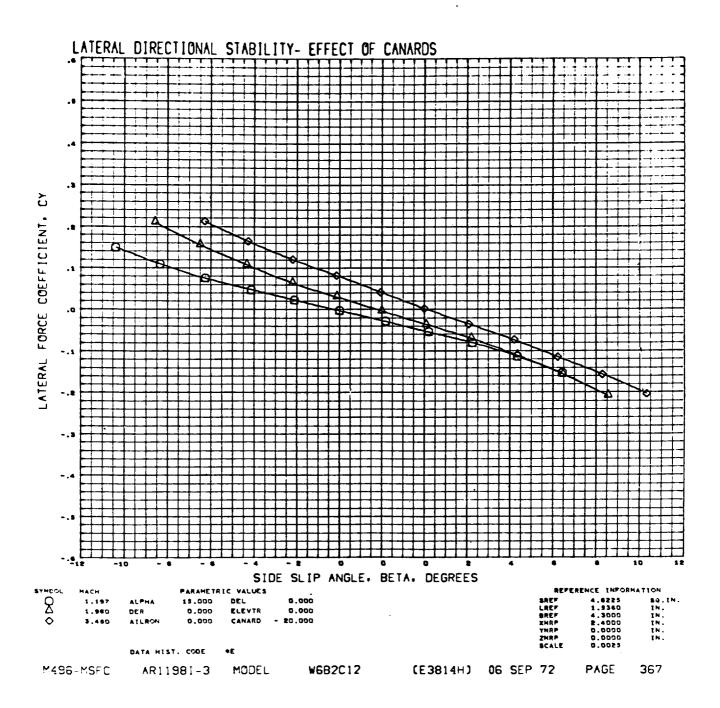


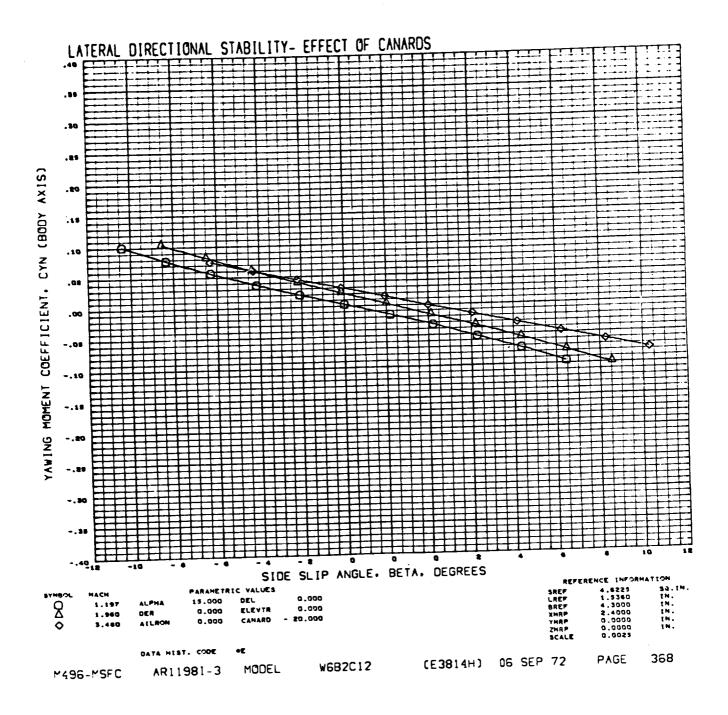




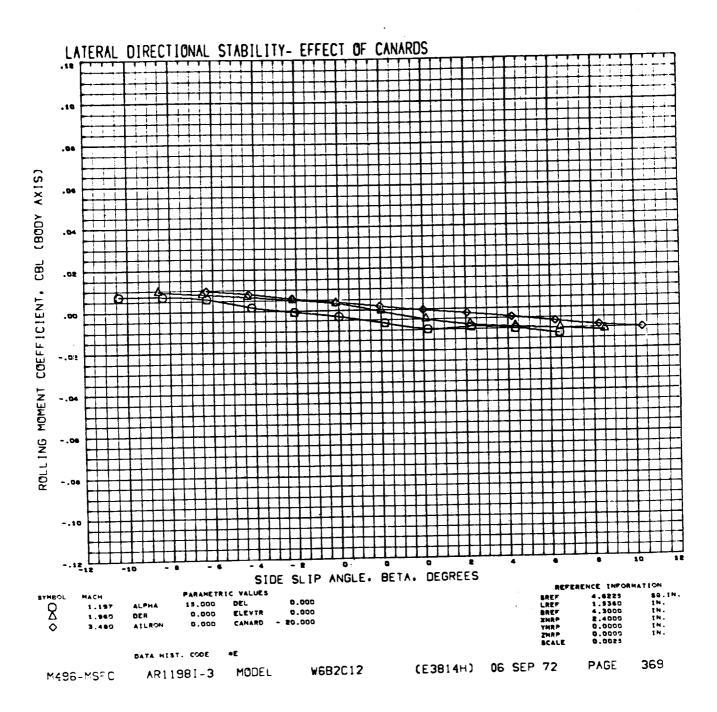
)

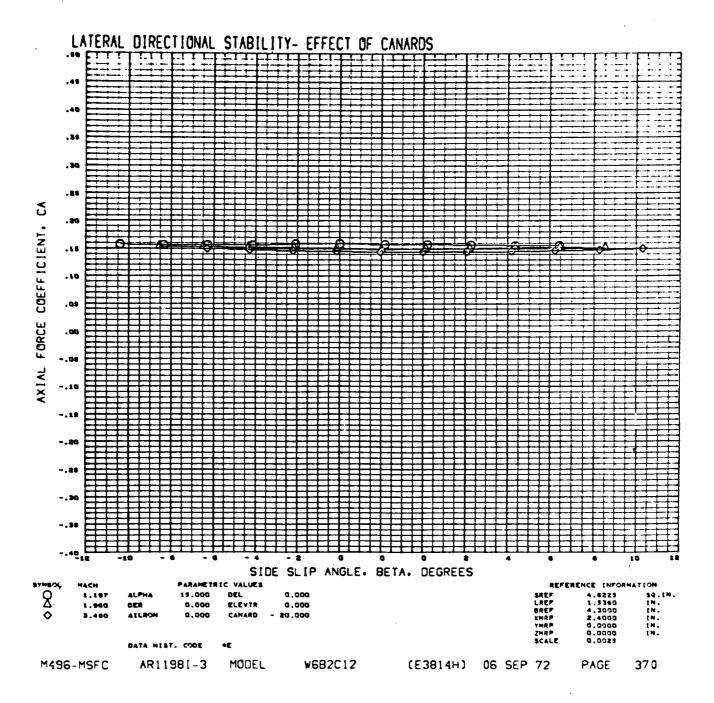


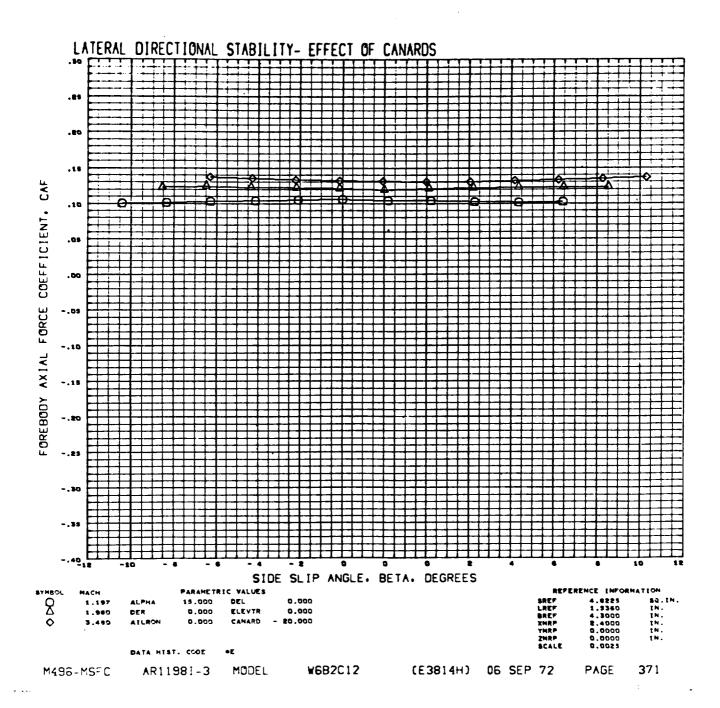


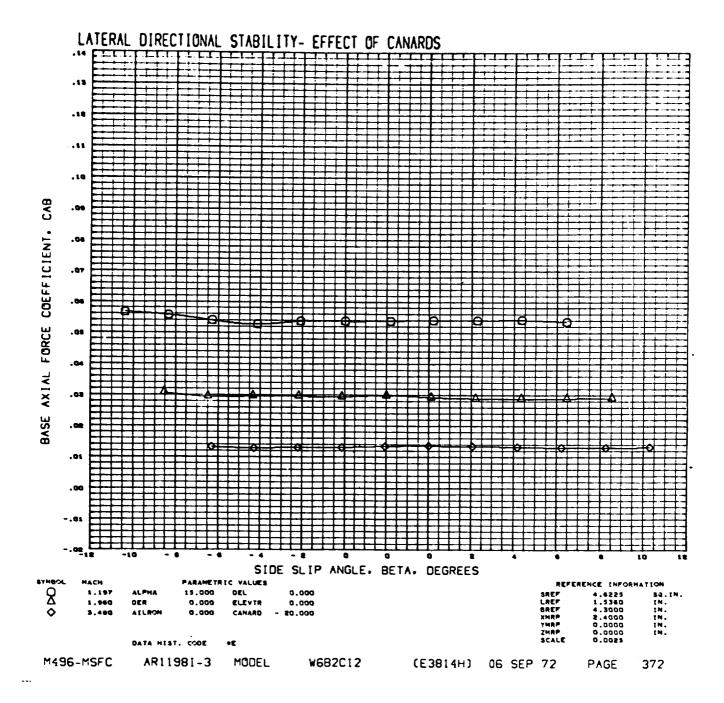


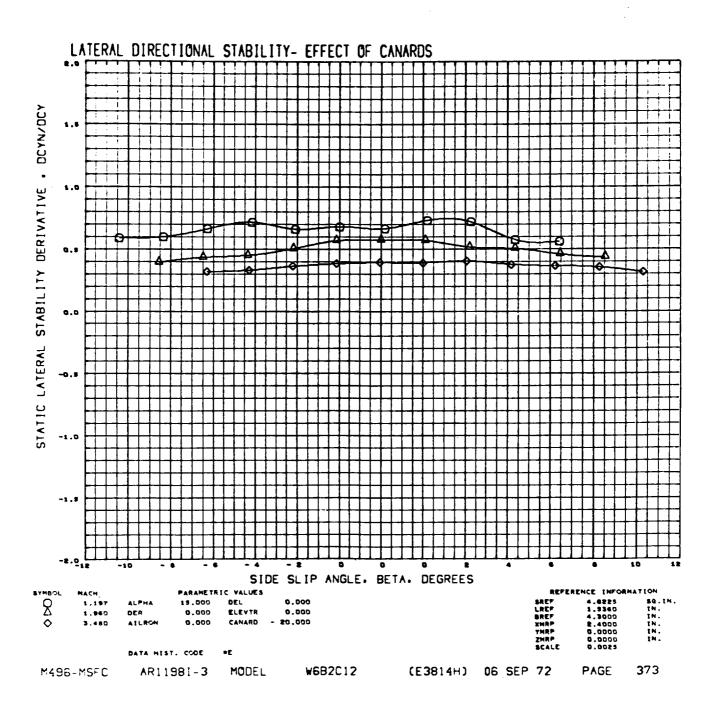
í

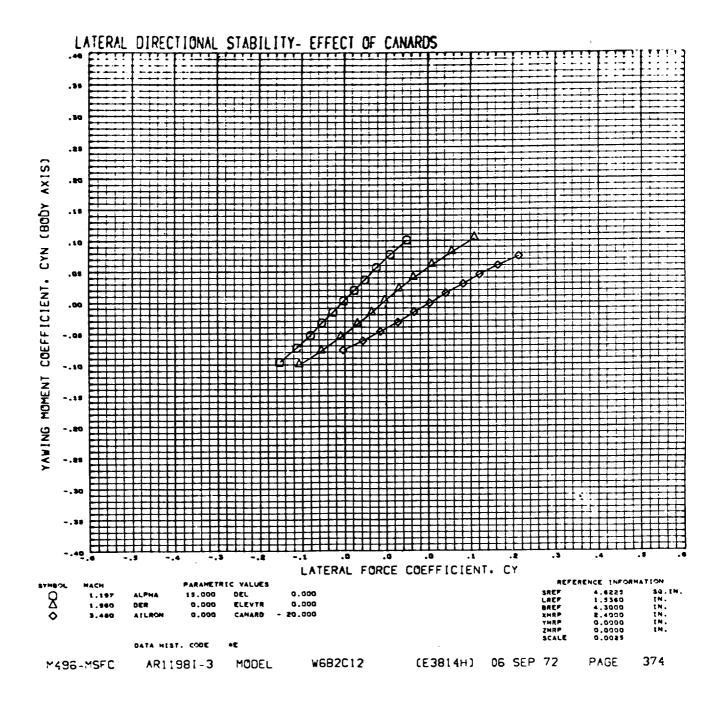


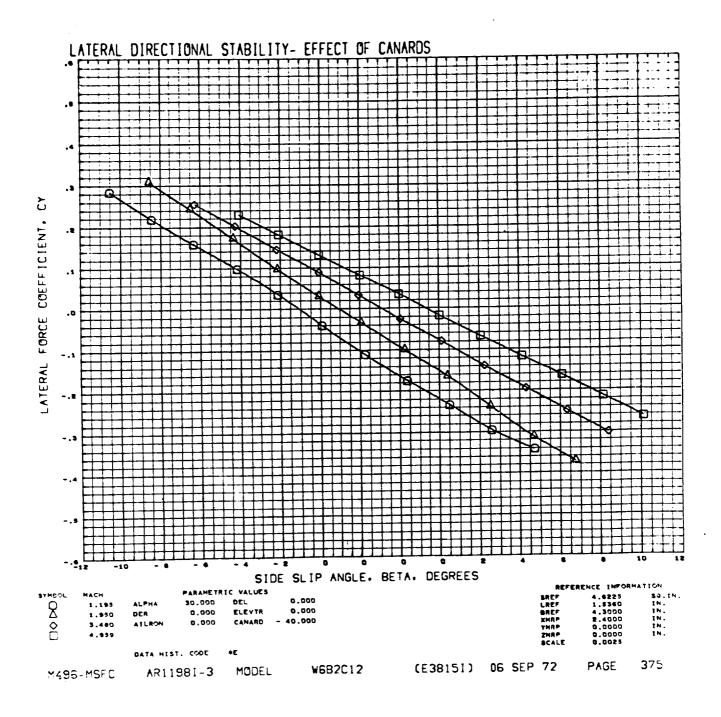


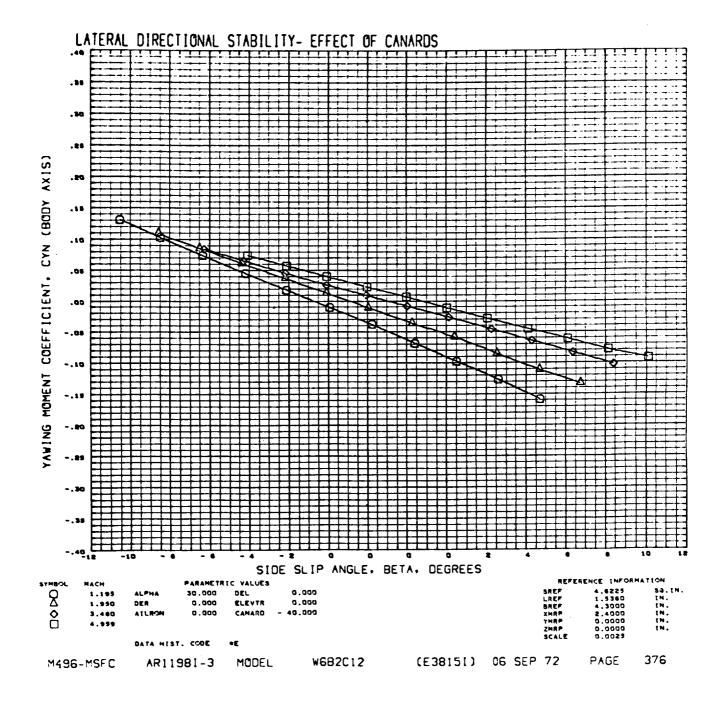




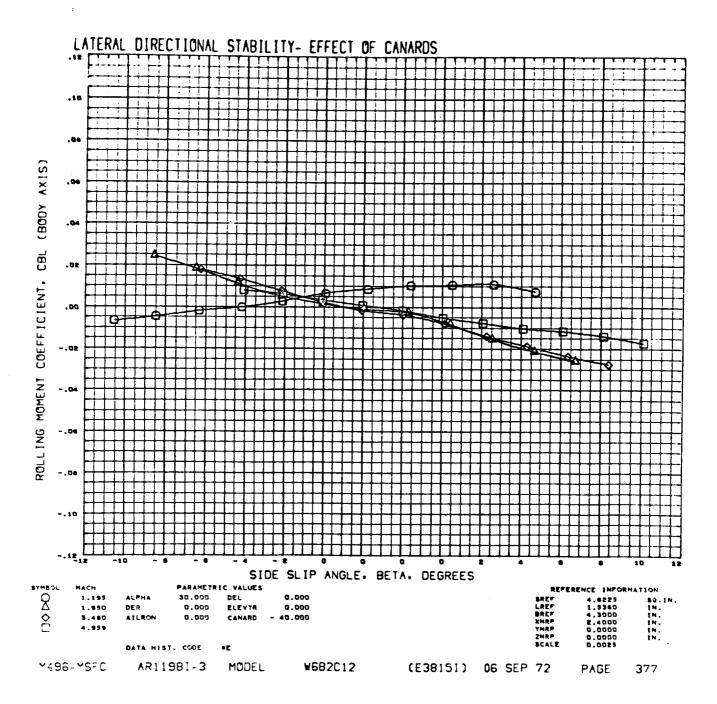


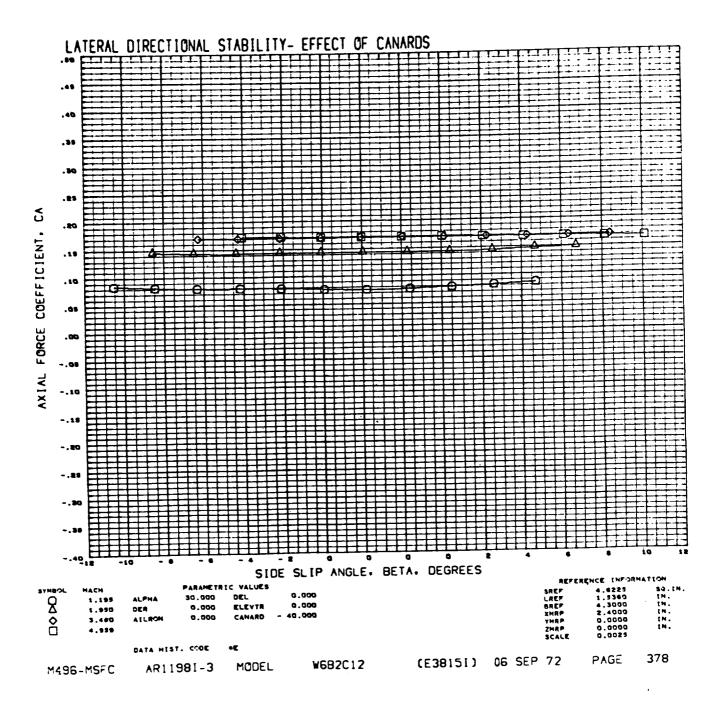


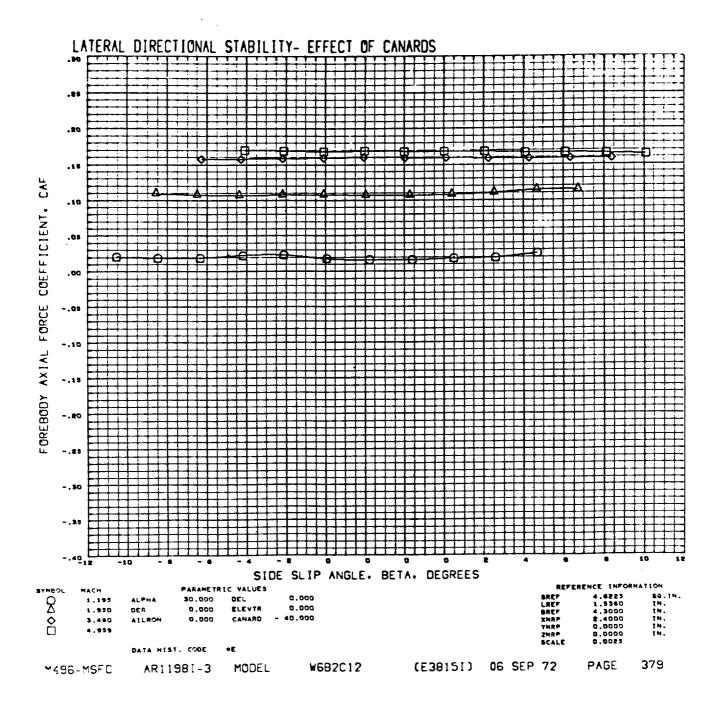


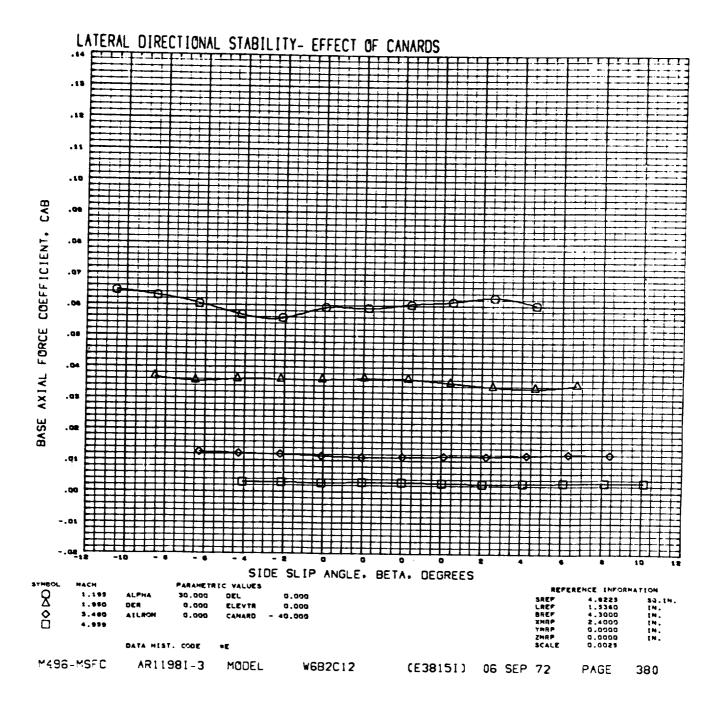


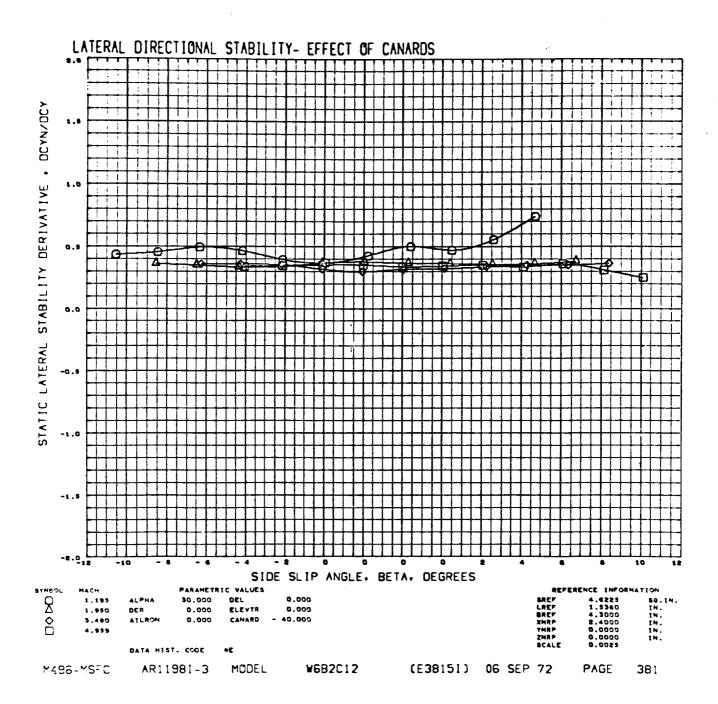
ŧ



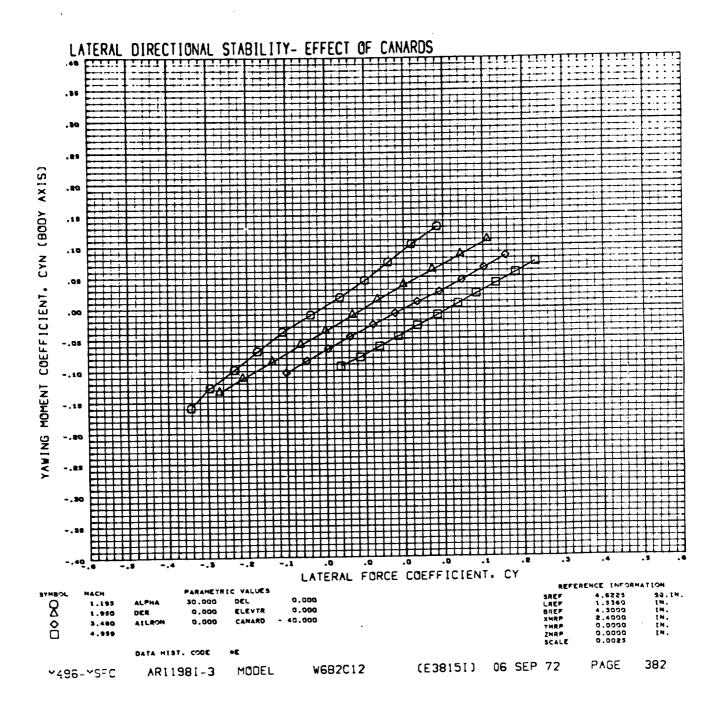


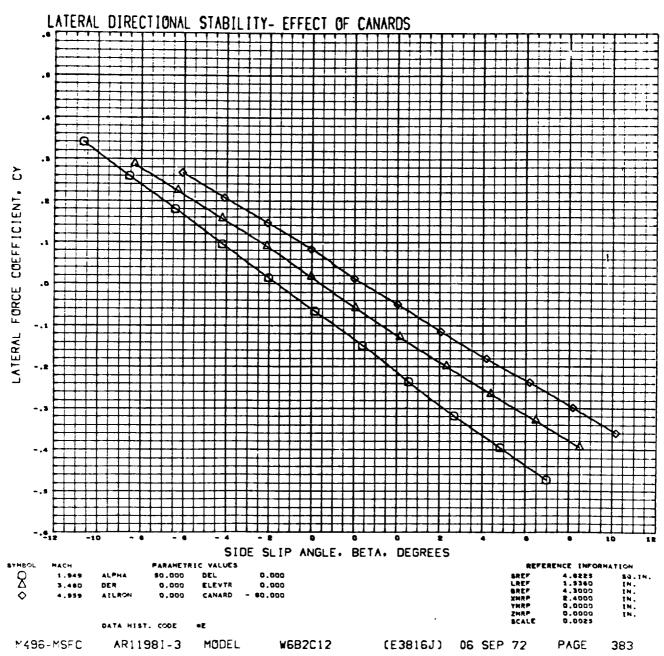




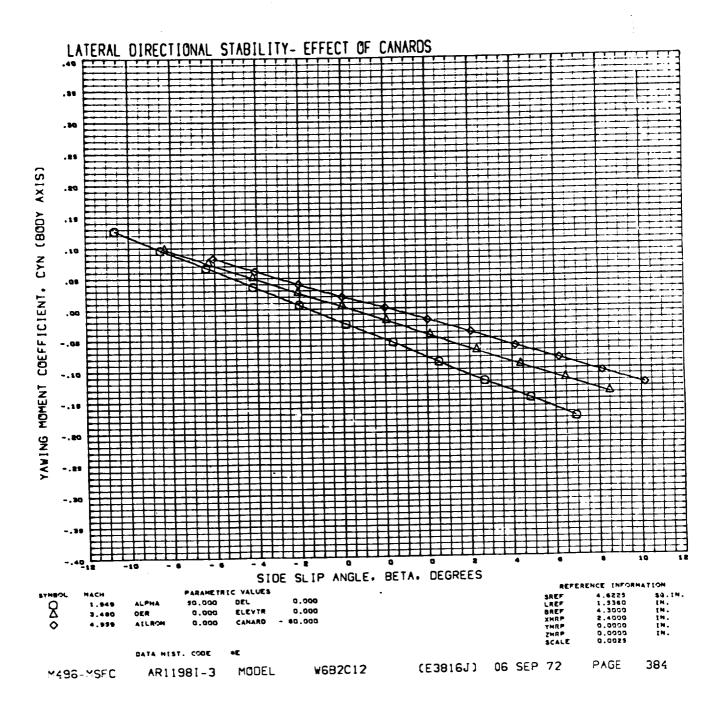


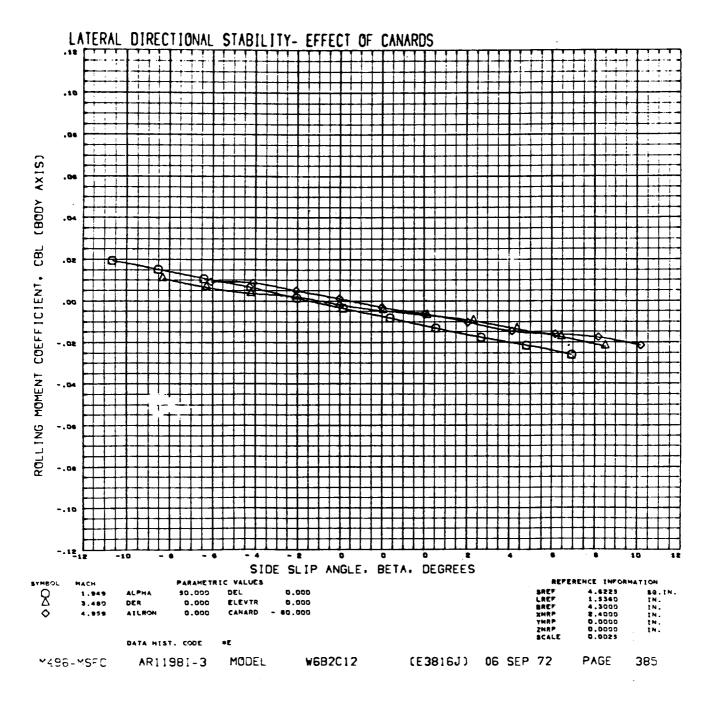
)

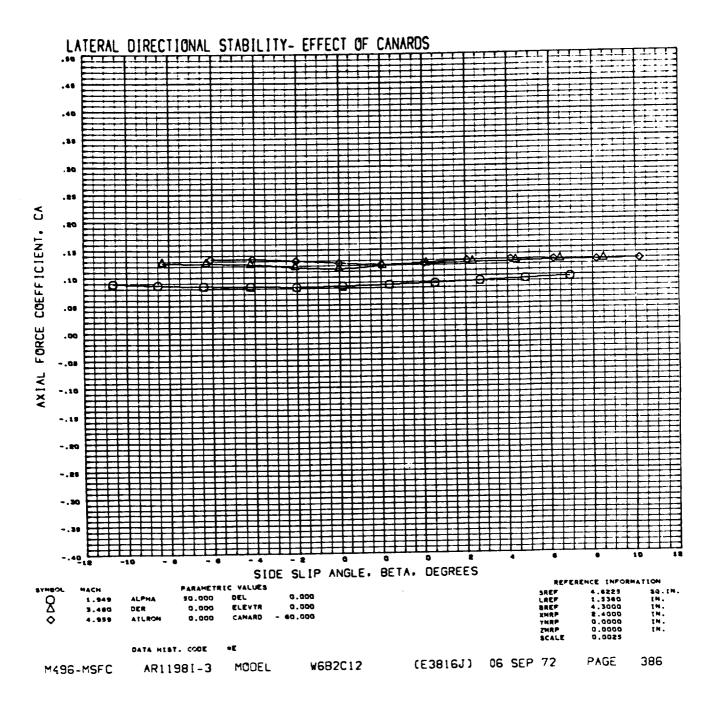




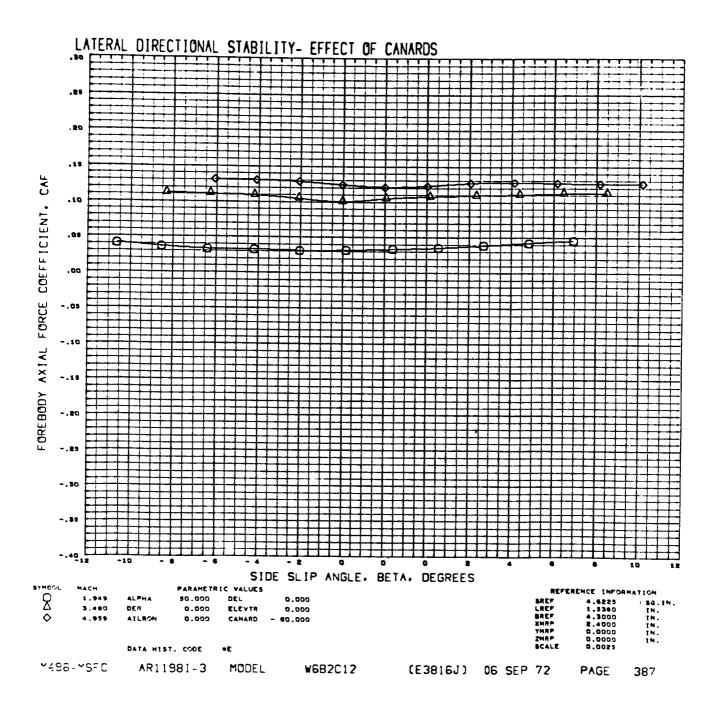
. . .

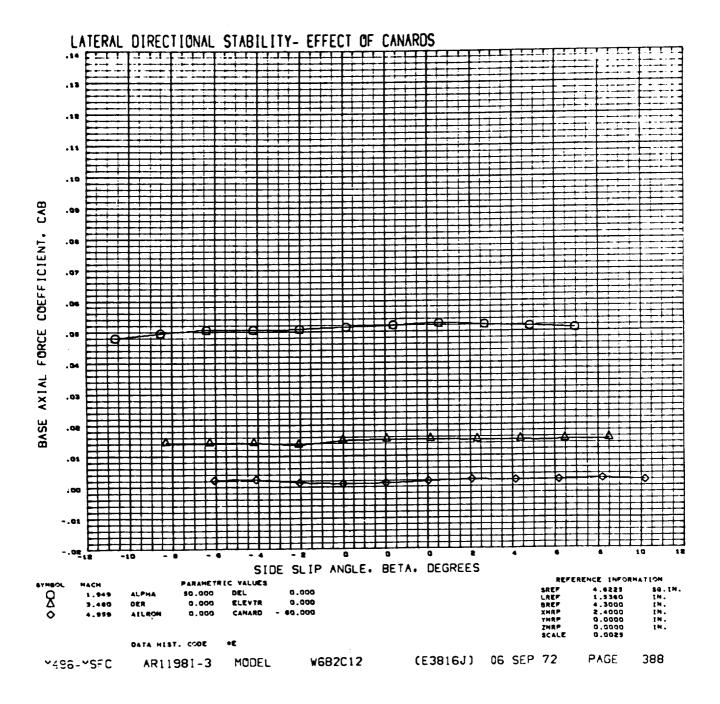


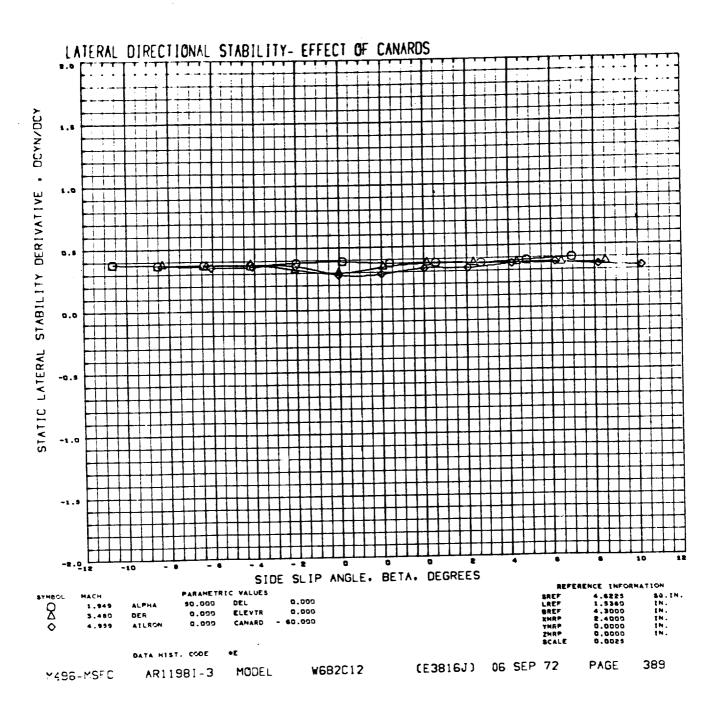


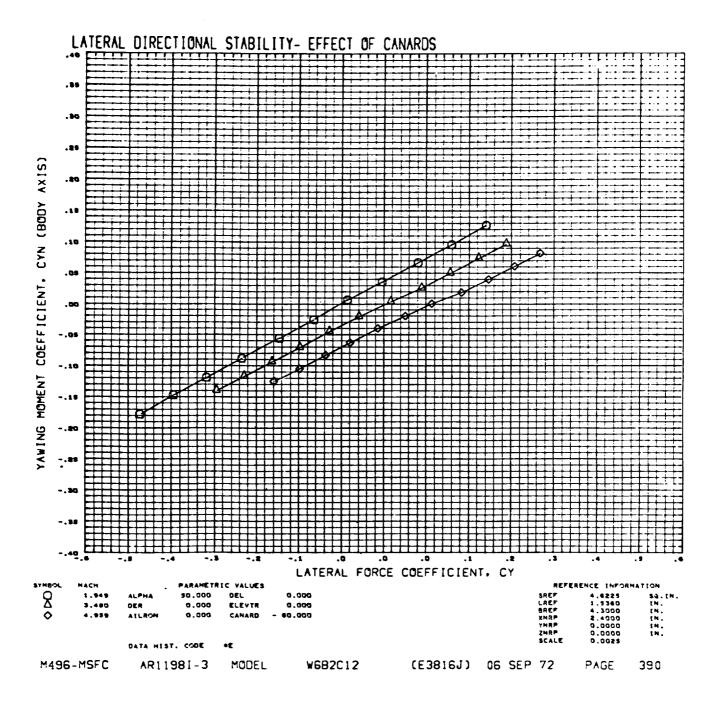


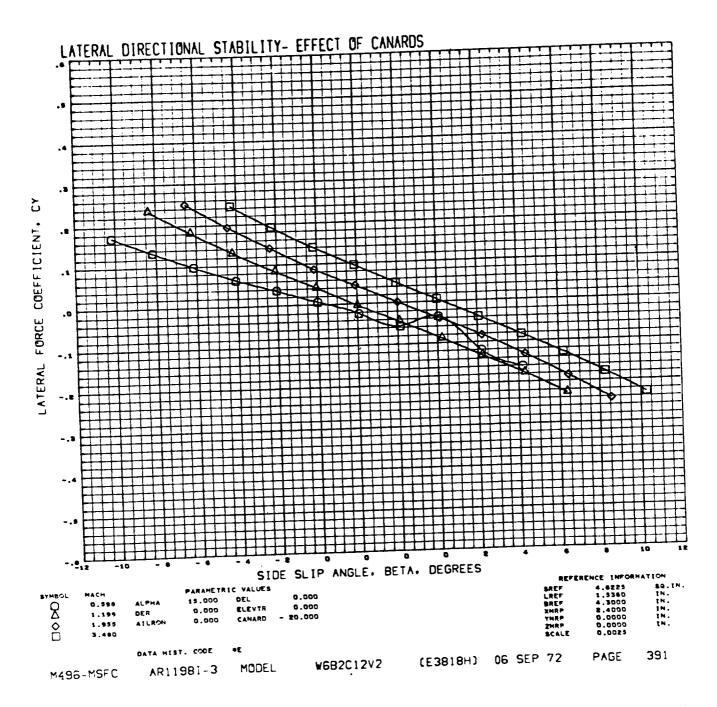
(



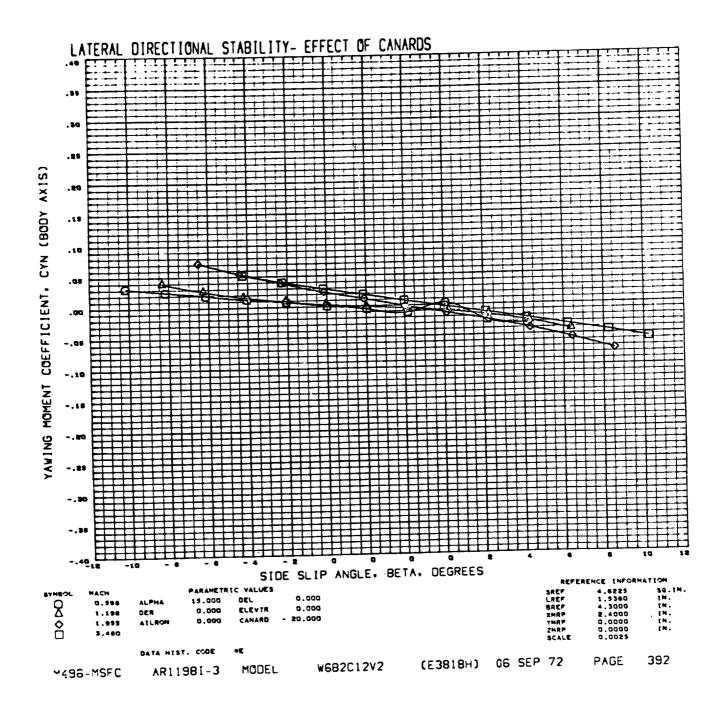


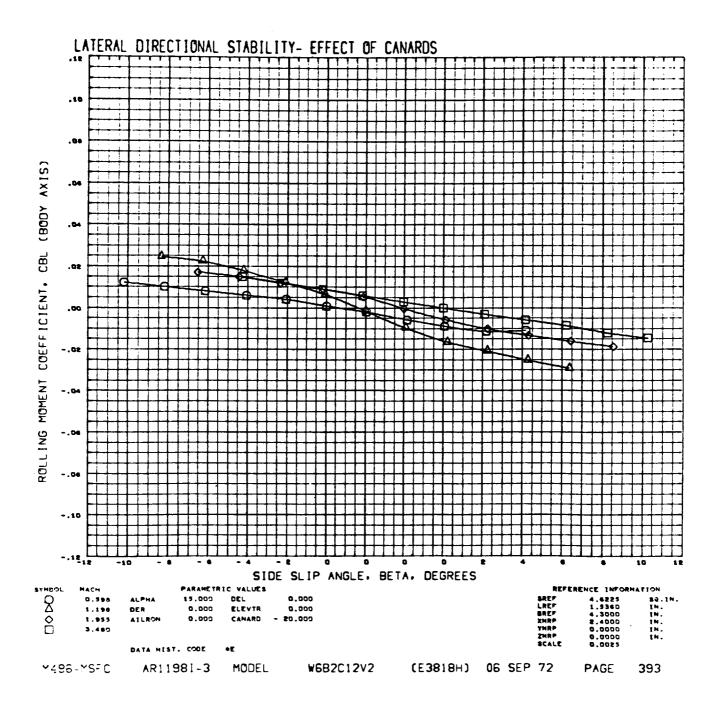


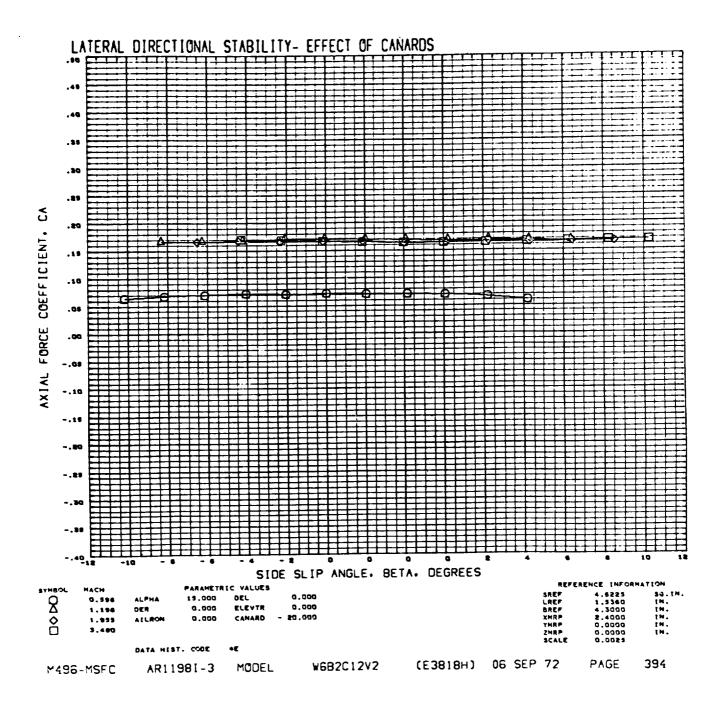




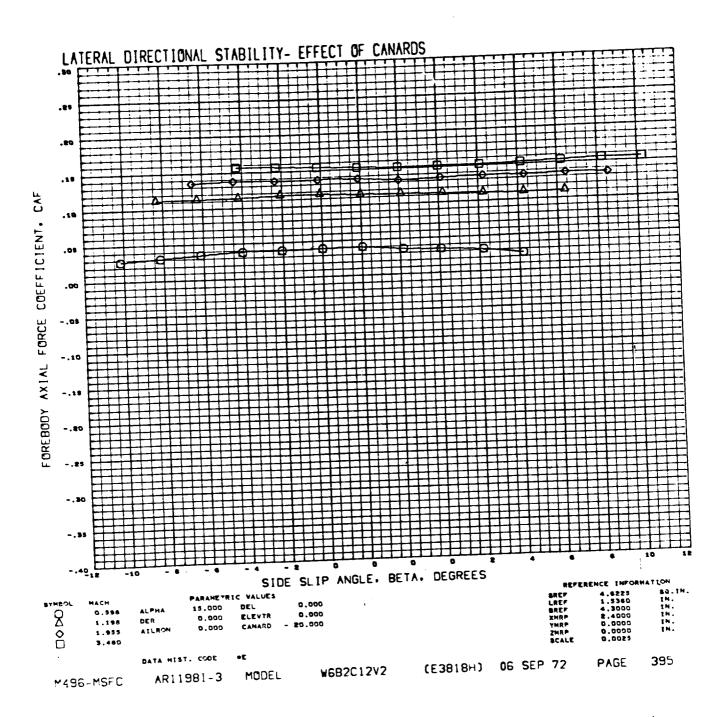
)

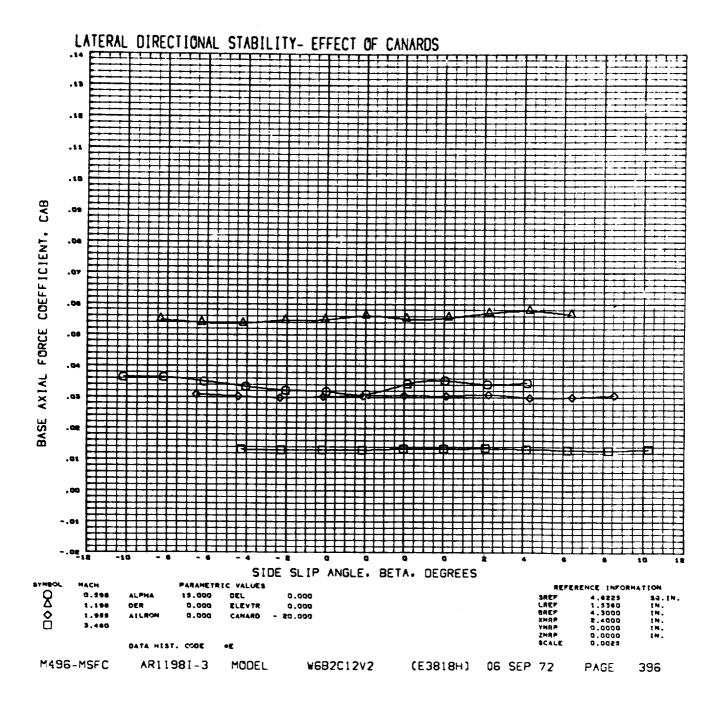


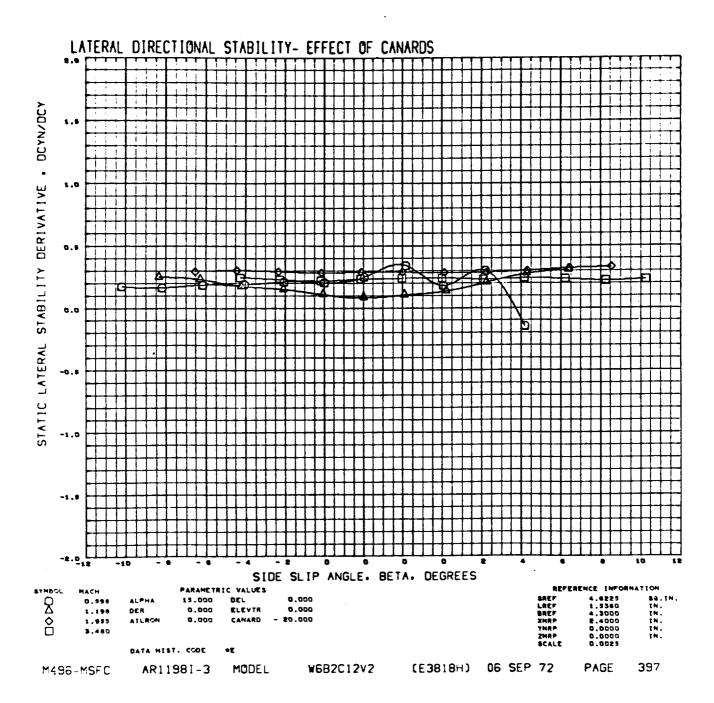


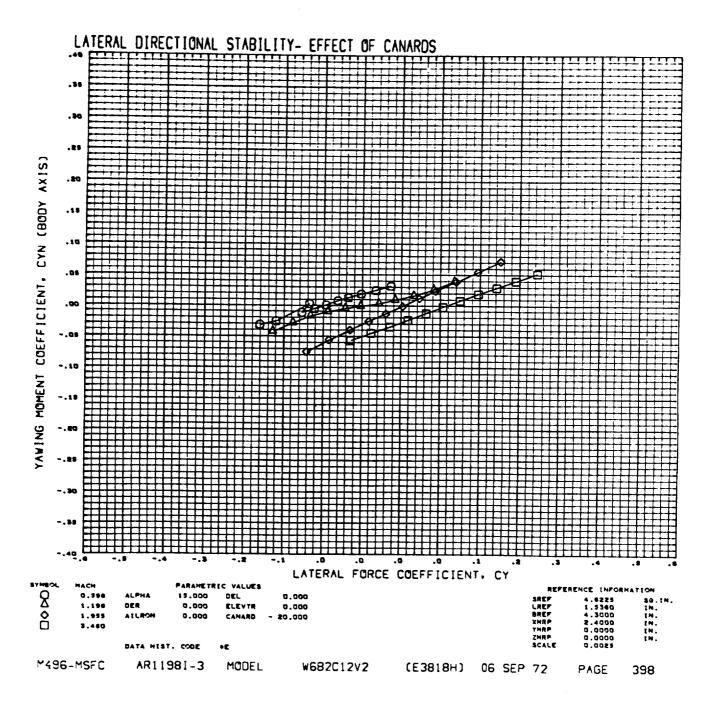


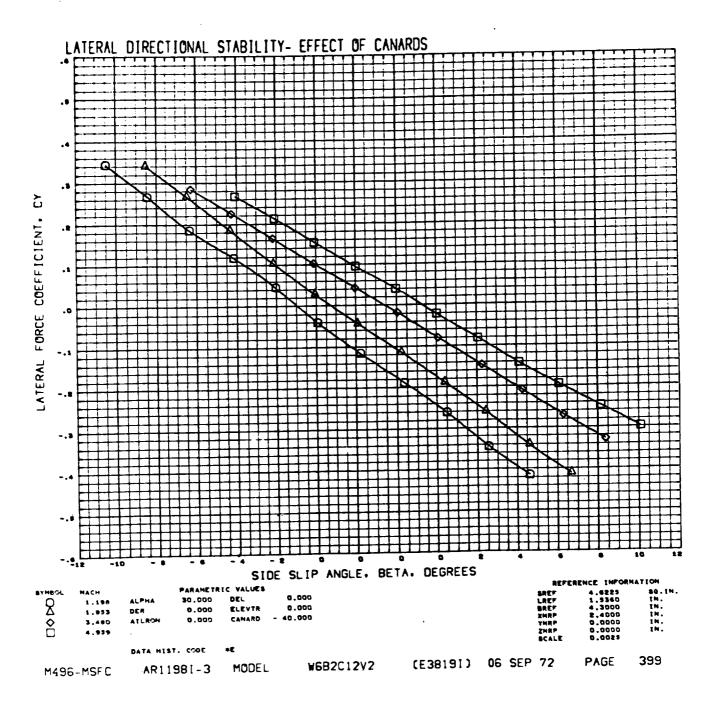
(

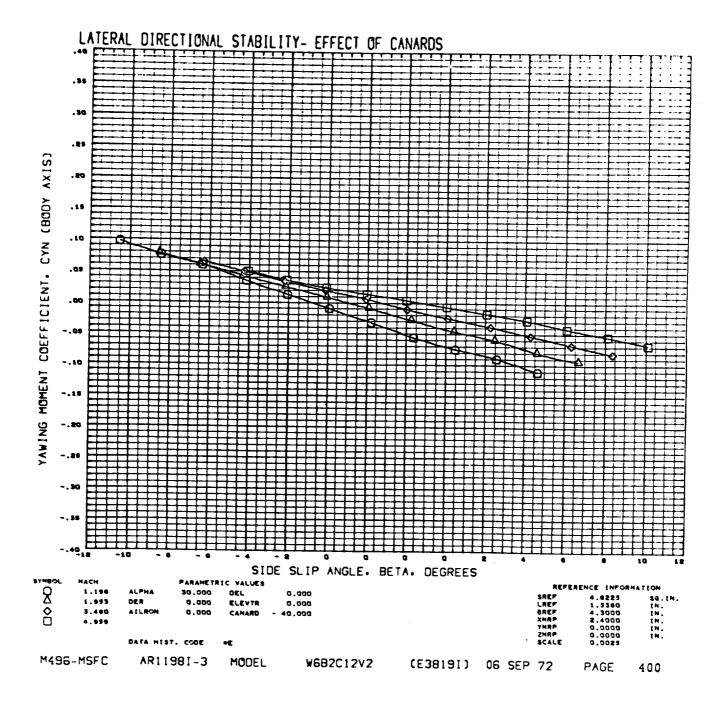


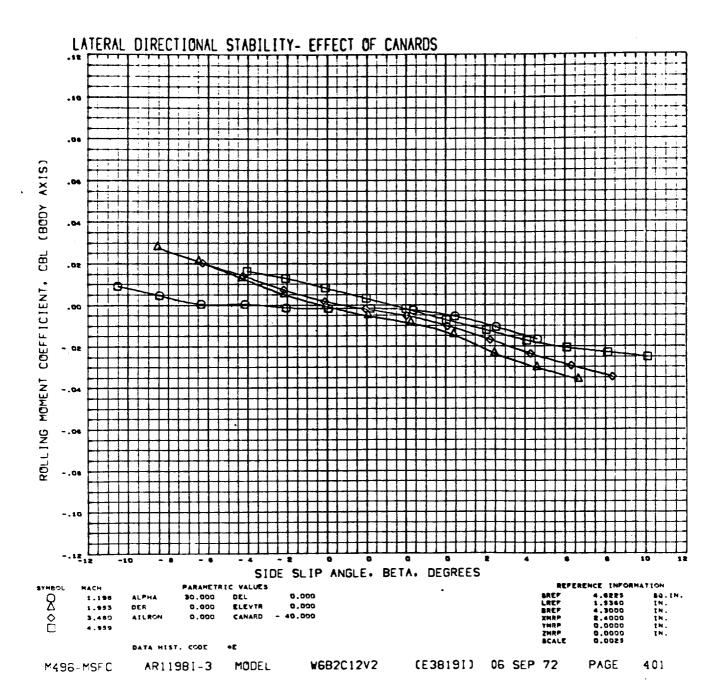


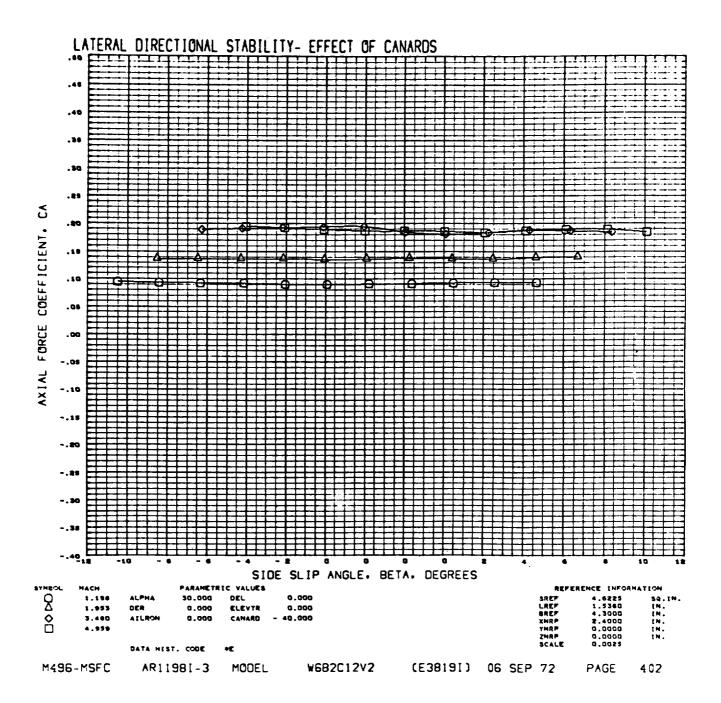




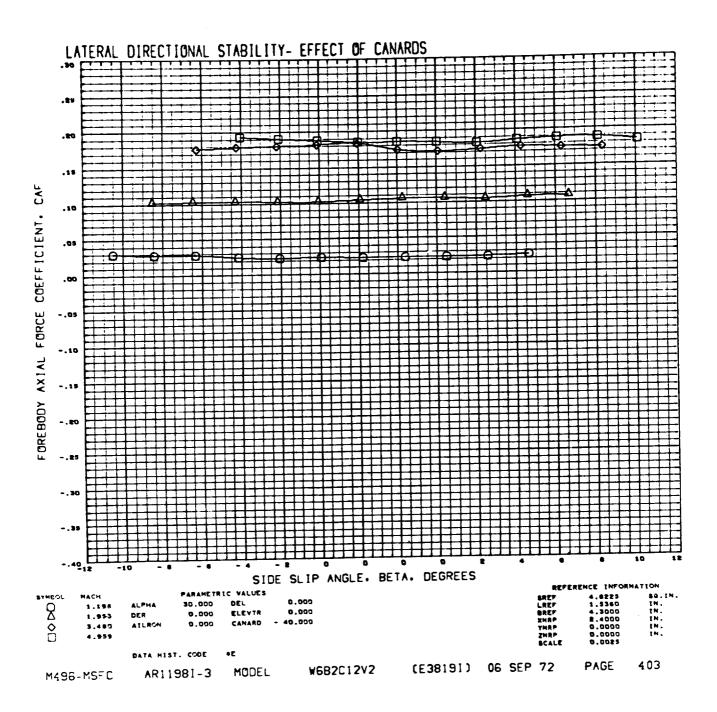


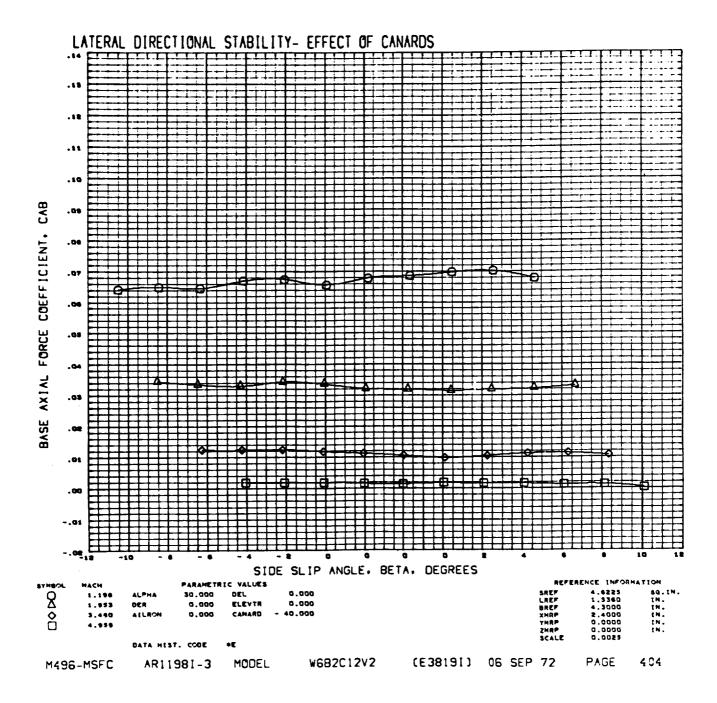


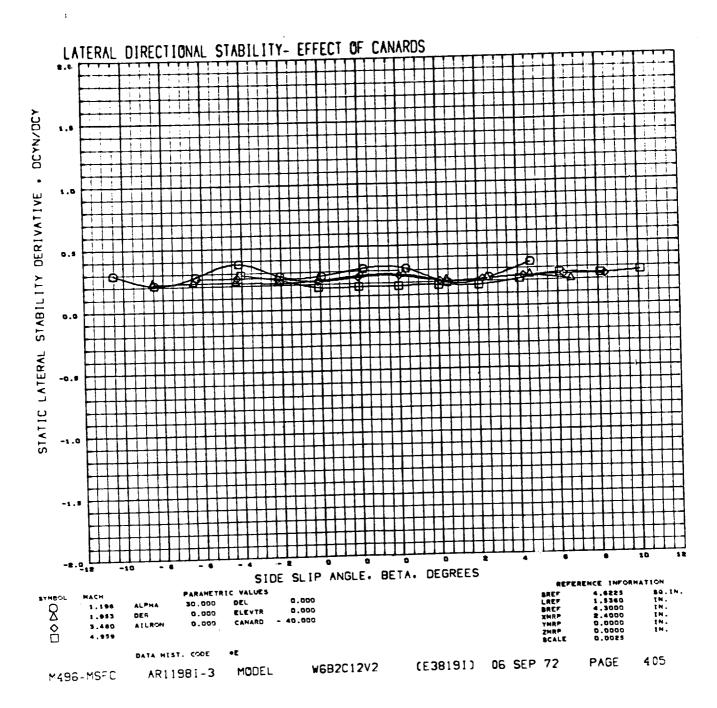


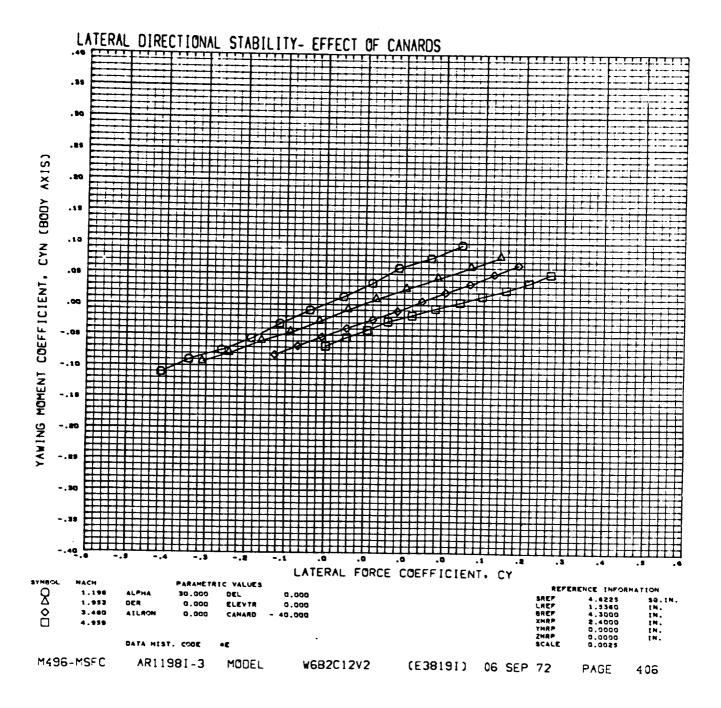


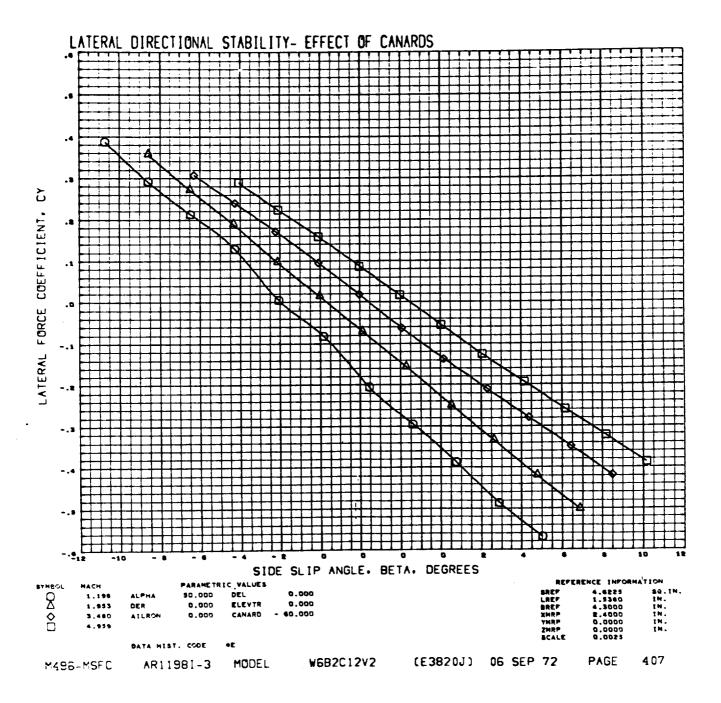
į

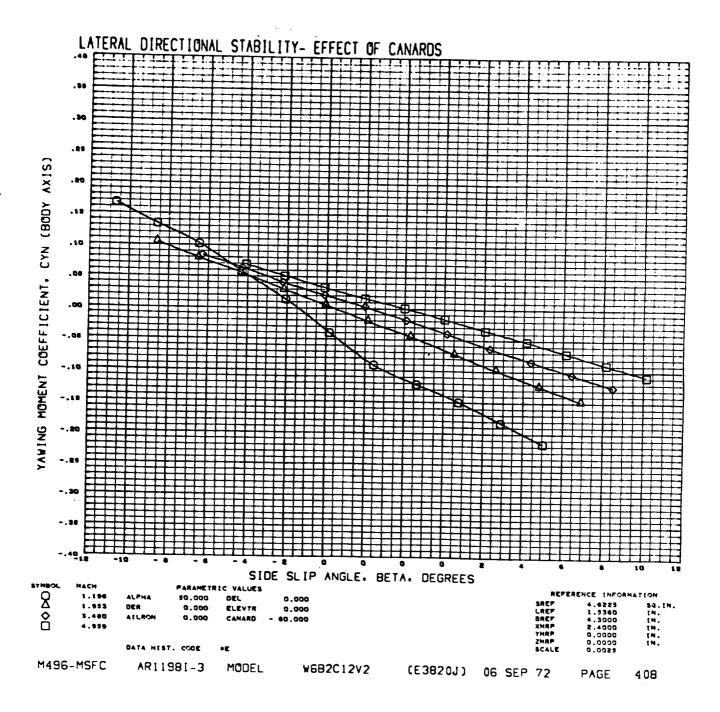


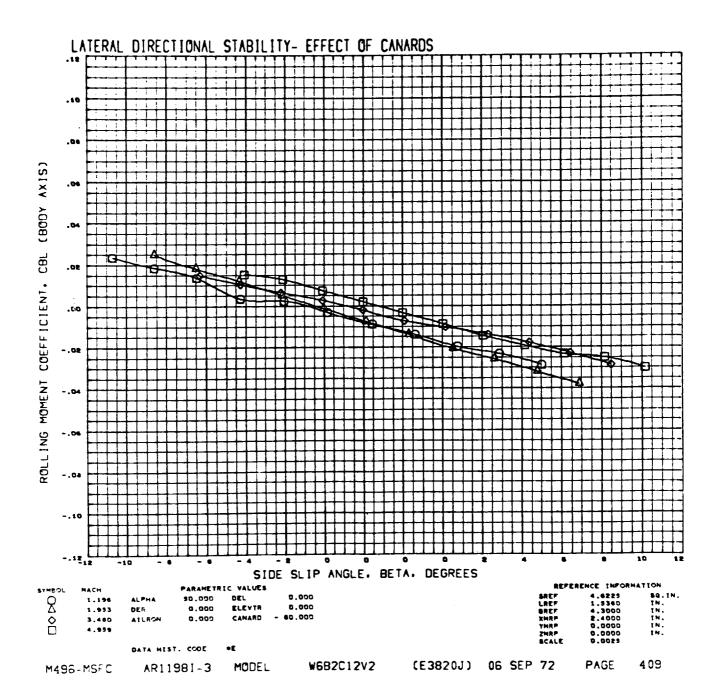


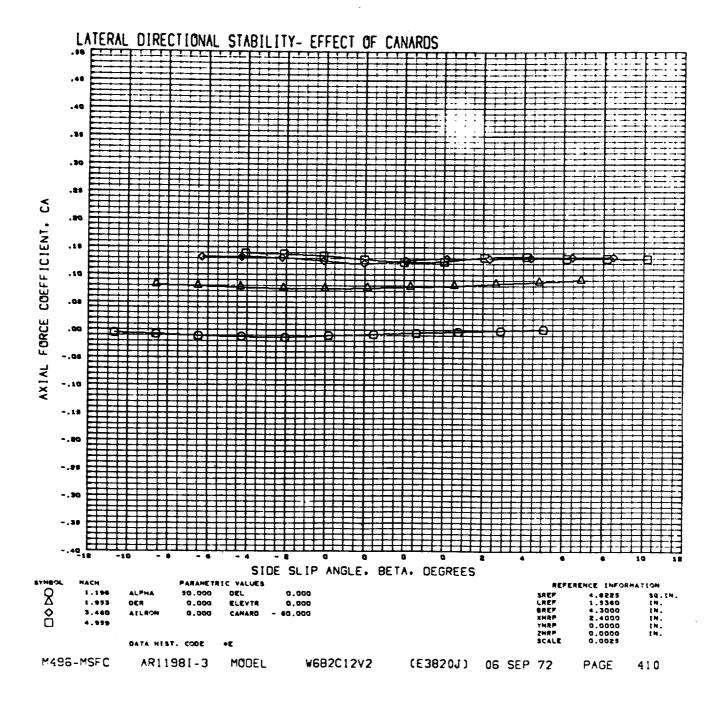


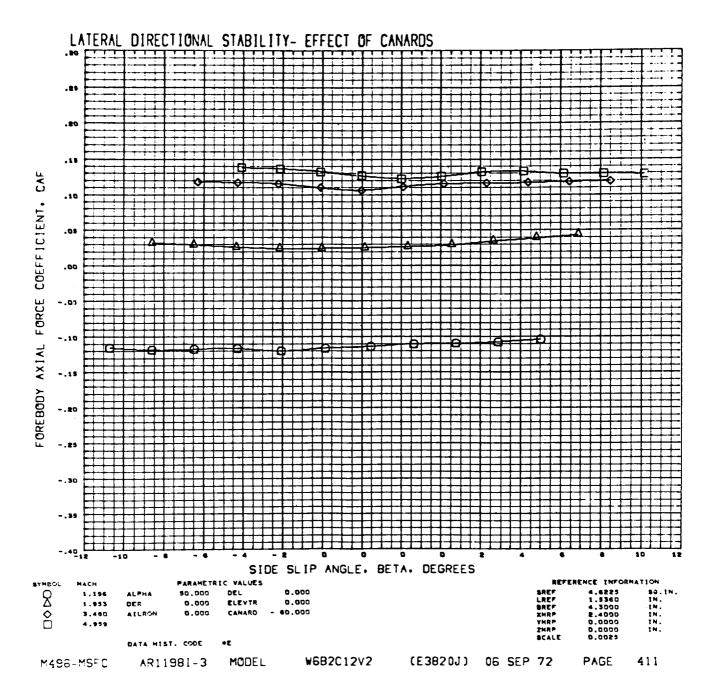


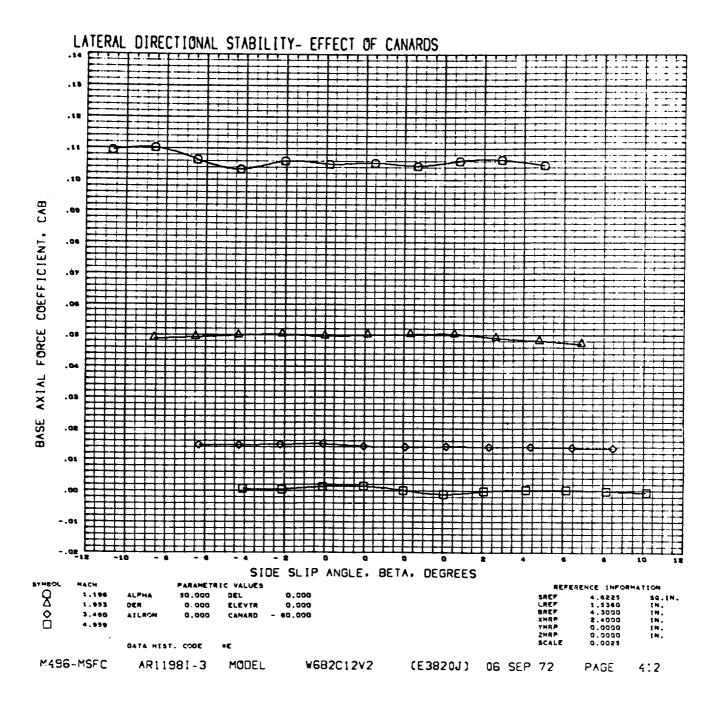


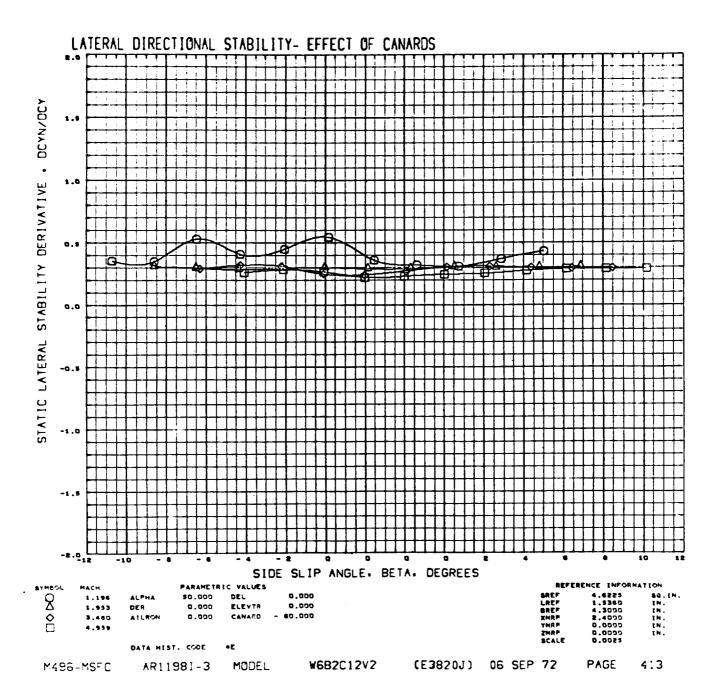


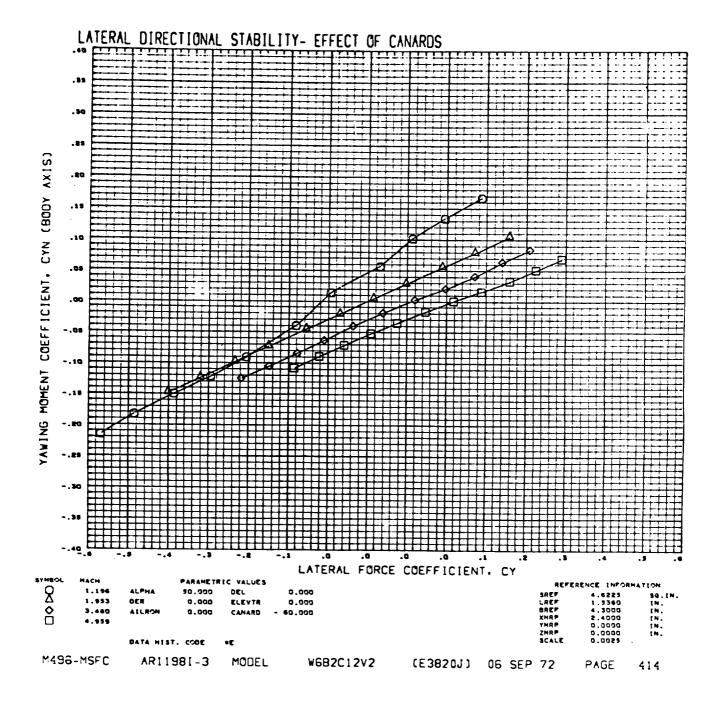


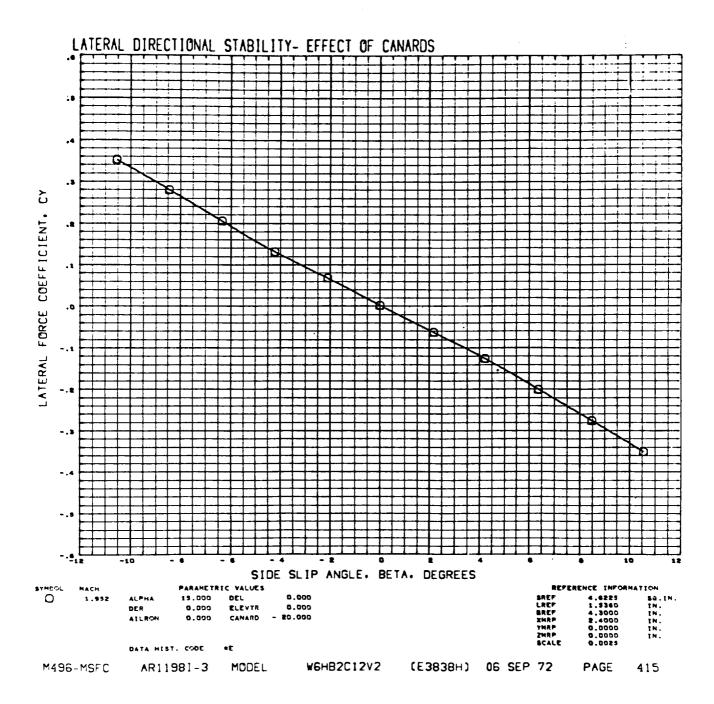


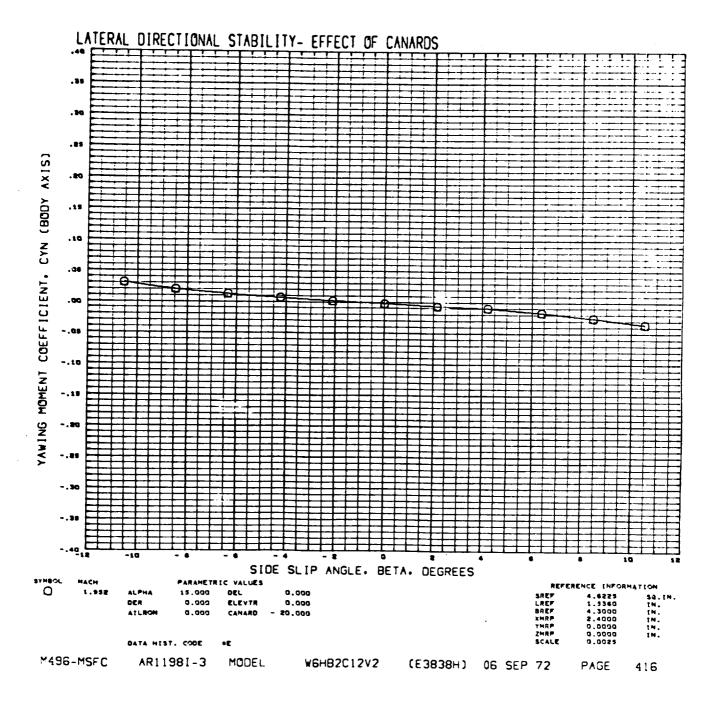




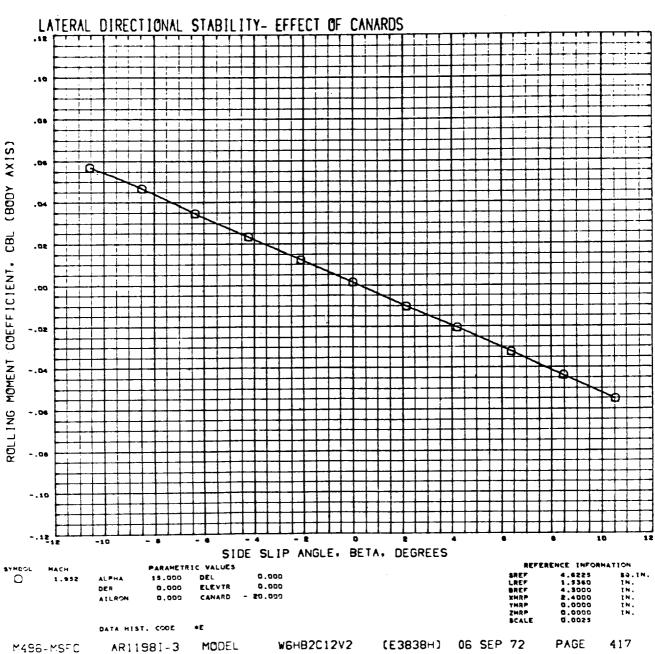


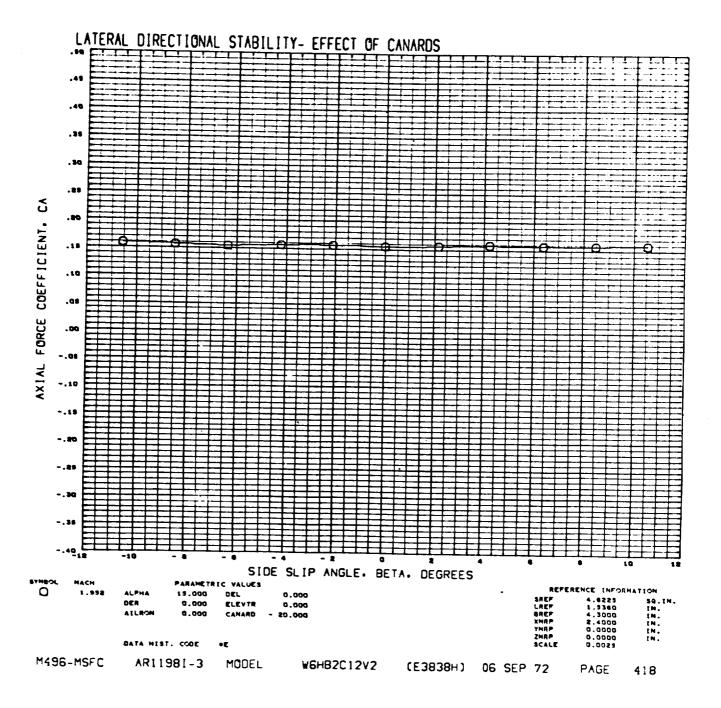


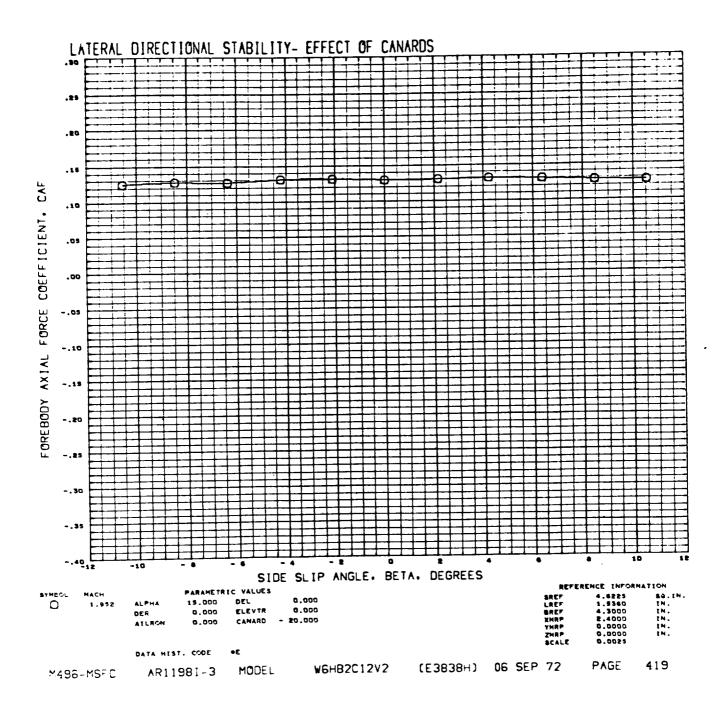


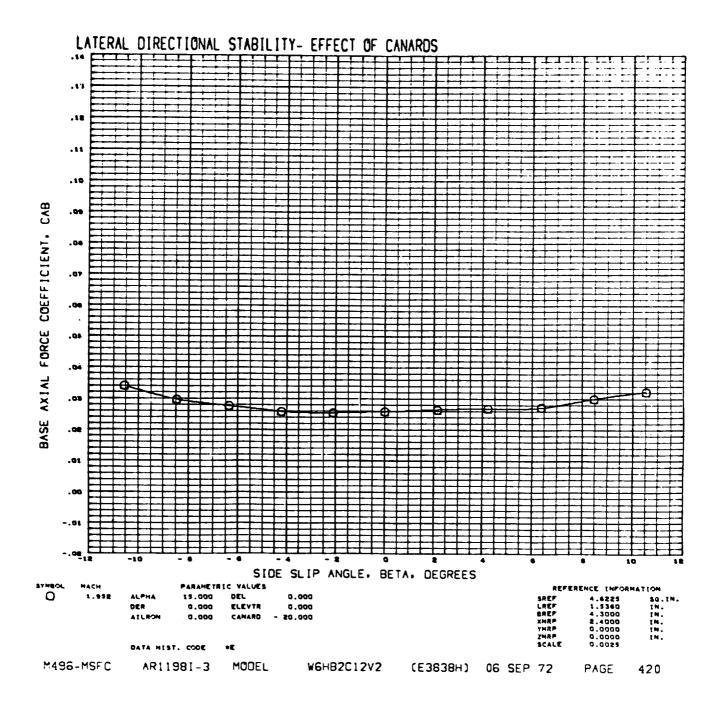




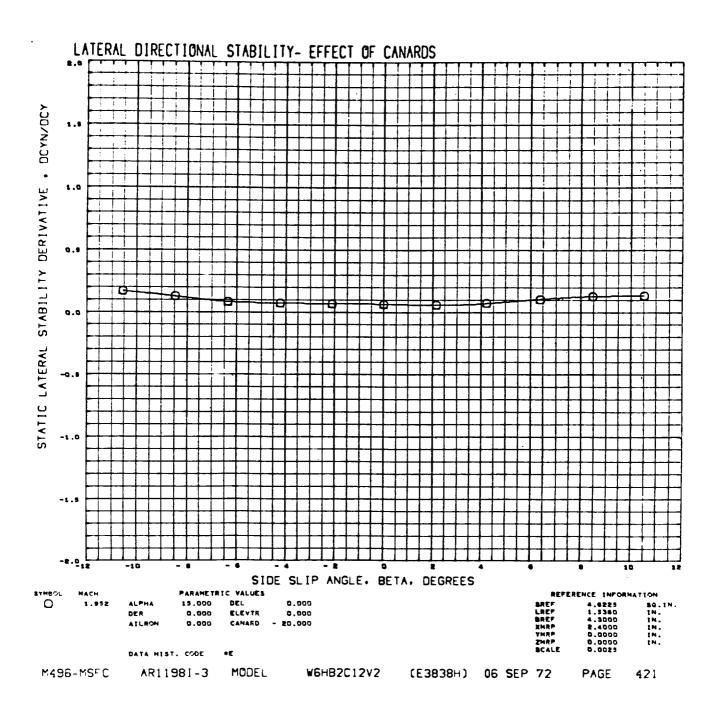


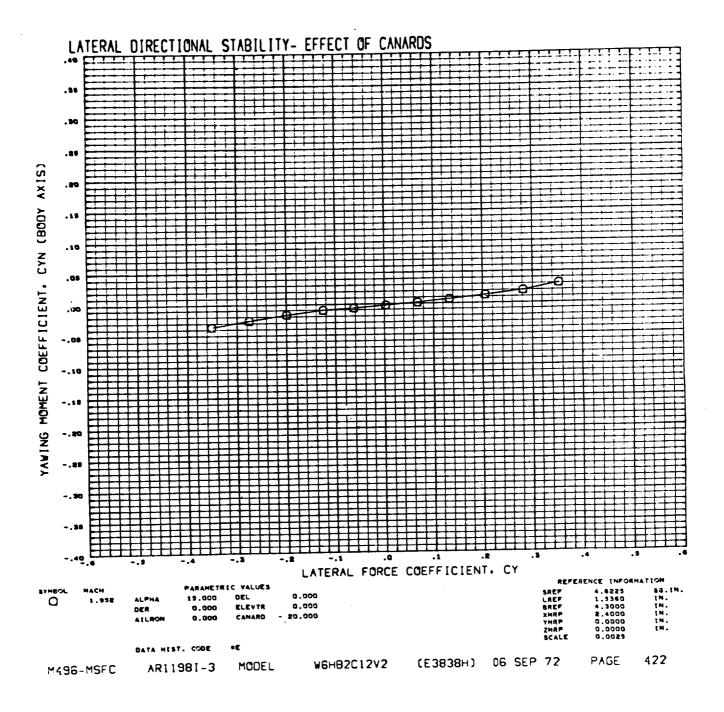


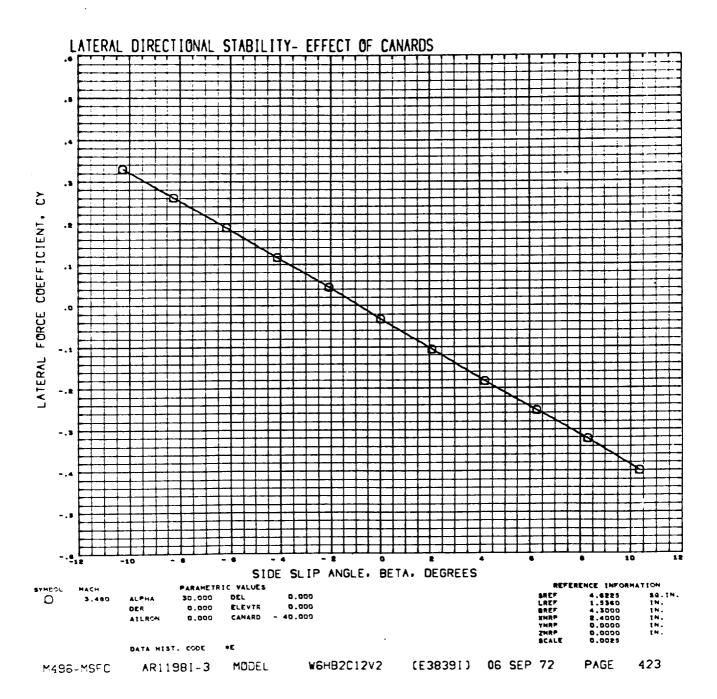




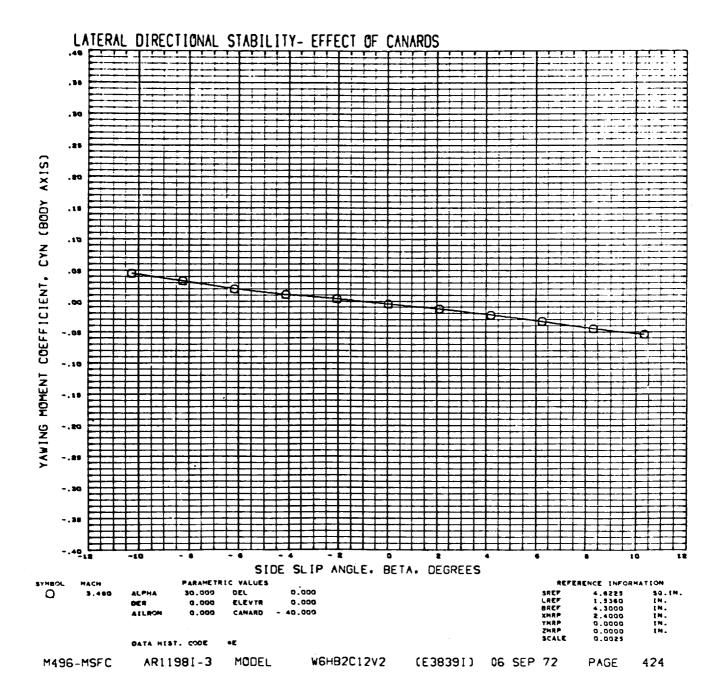
J

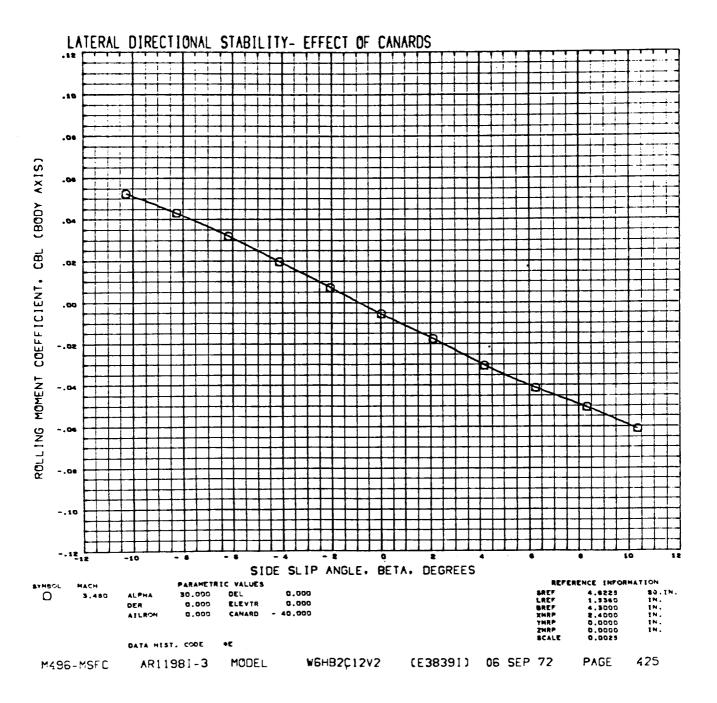




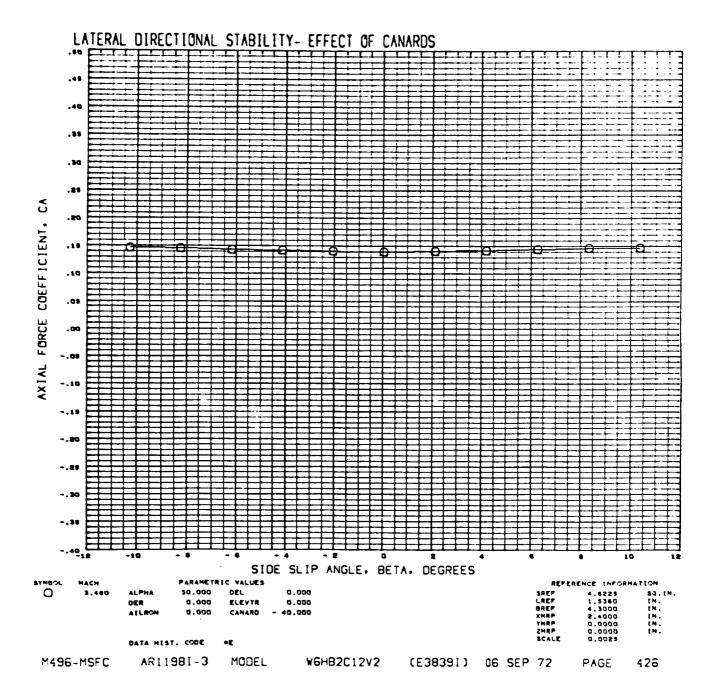


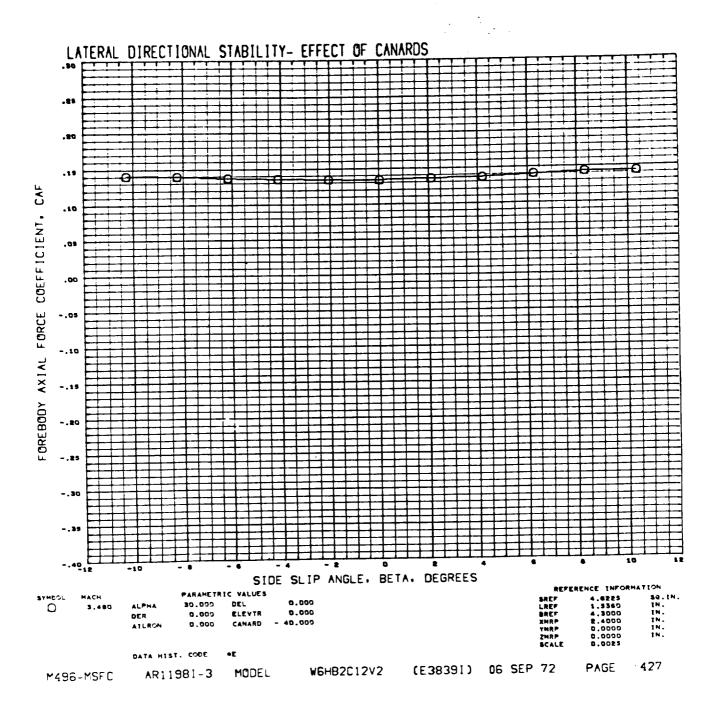
}

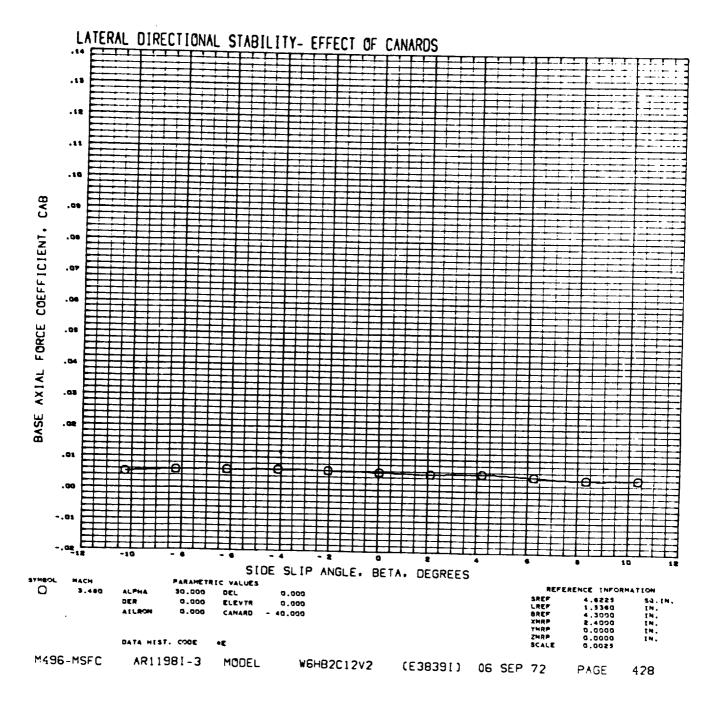


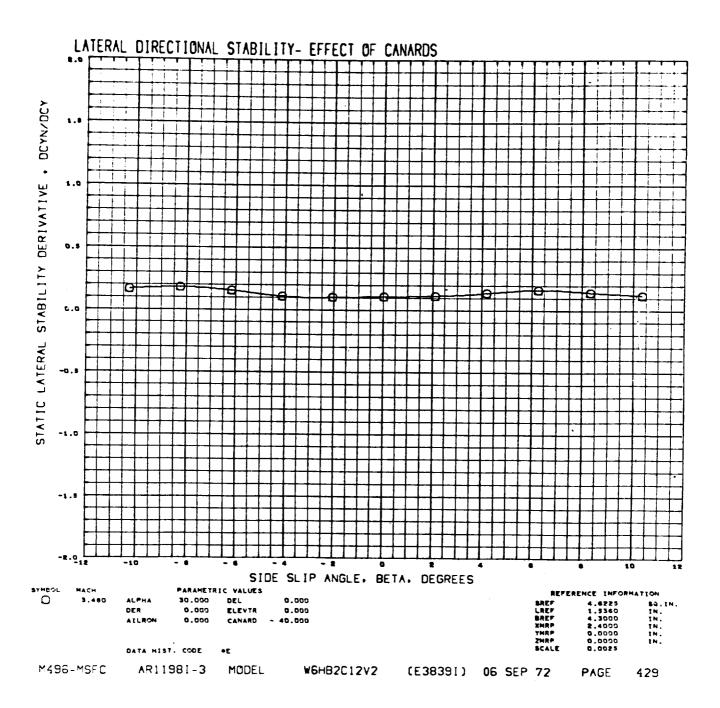


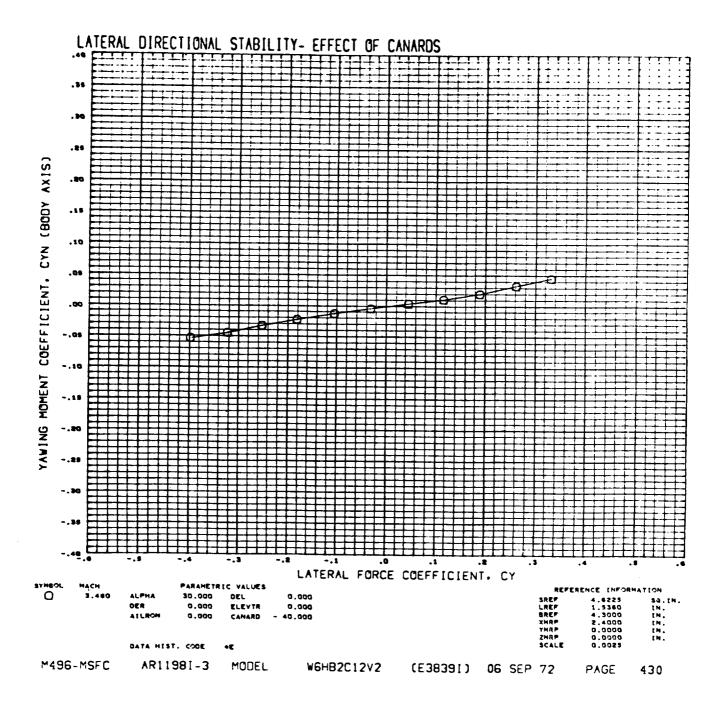
ì

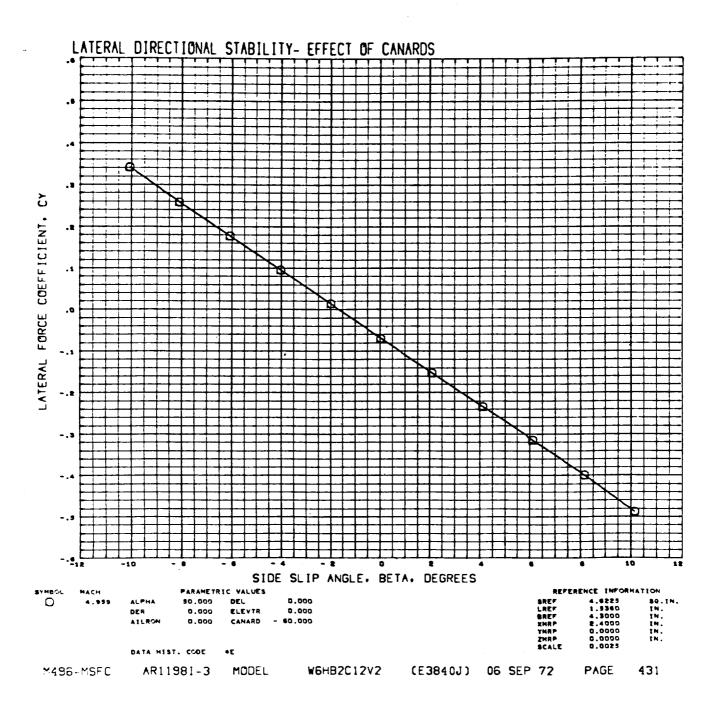




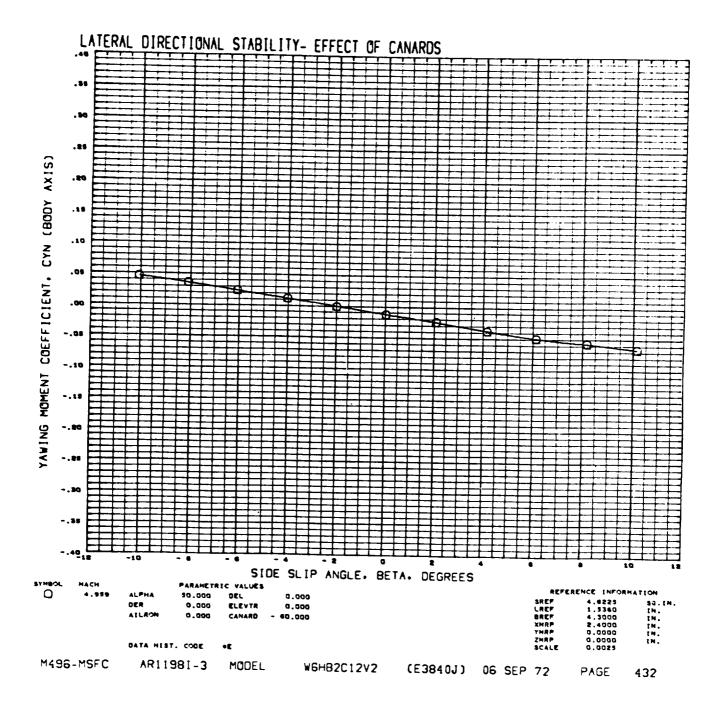


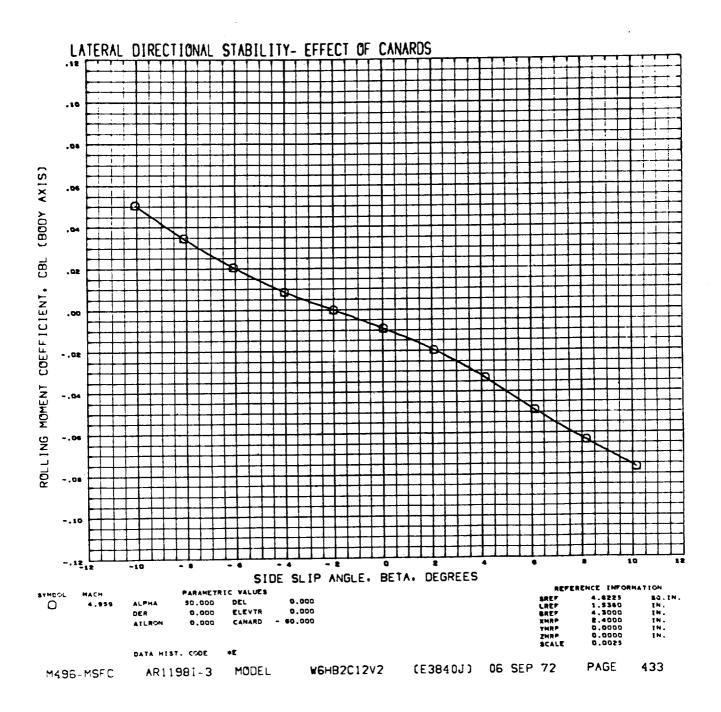




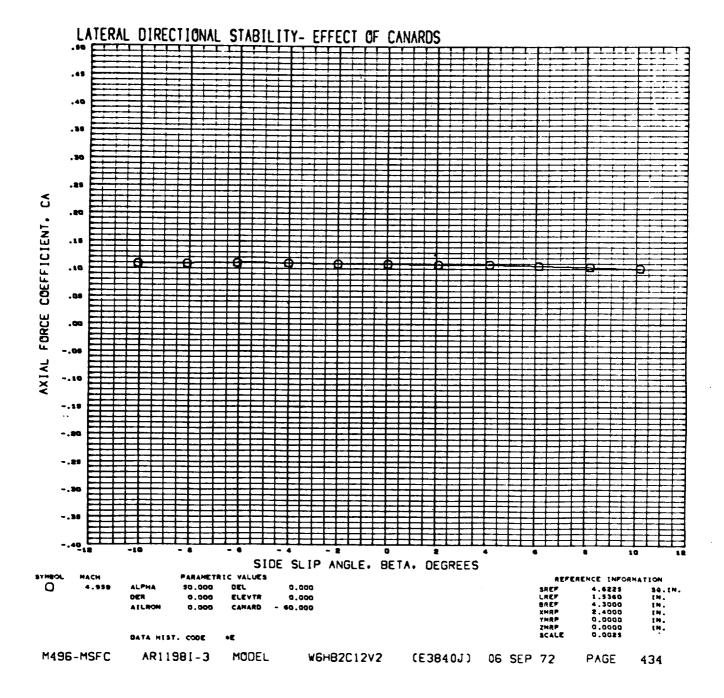


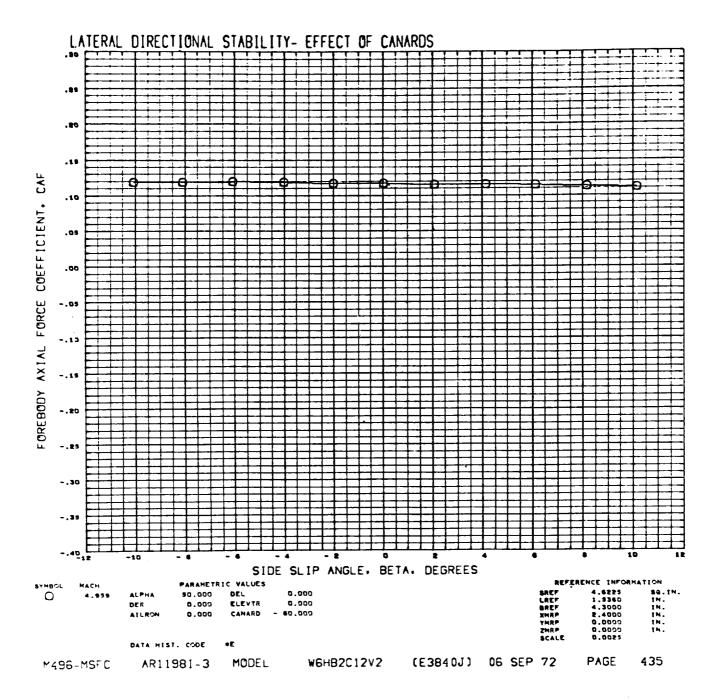
Ĺ

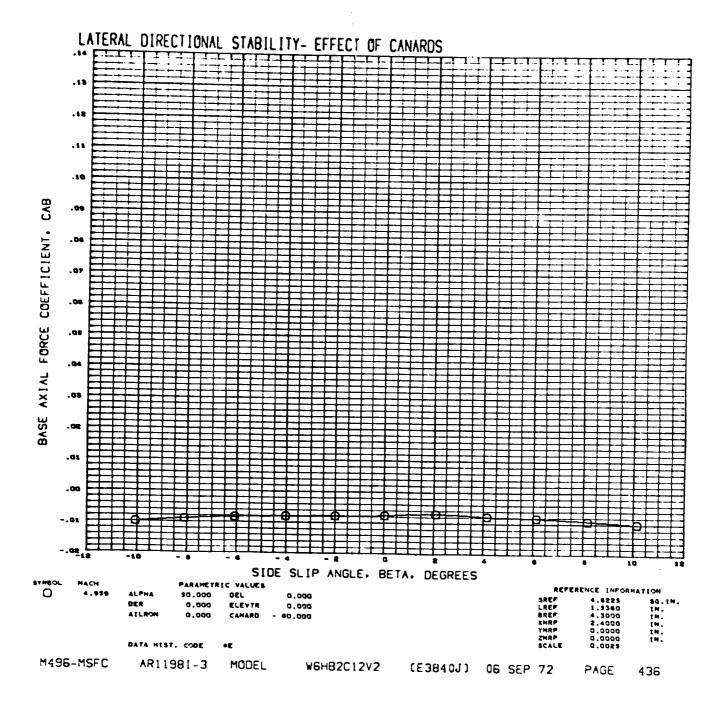


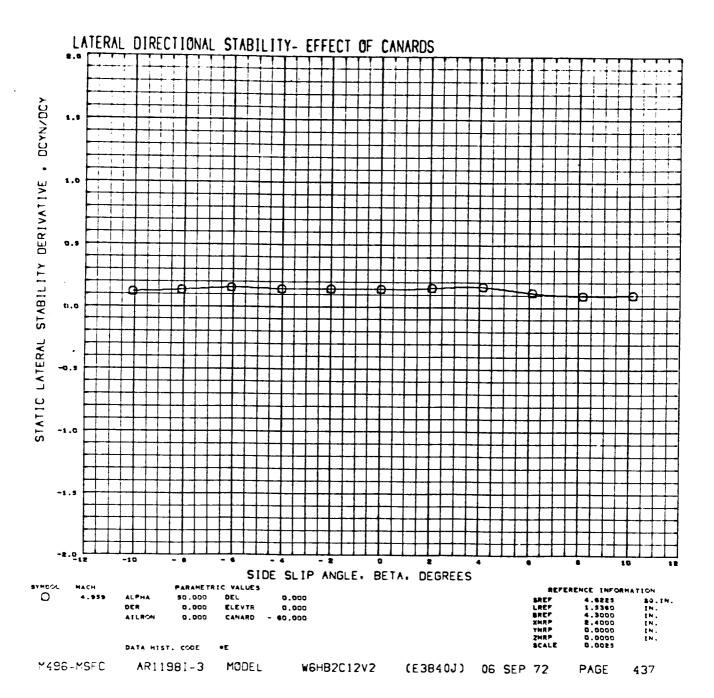


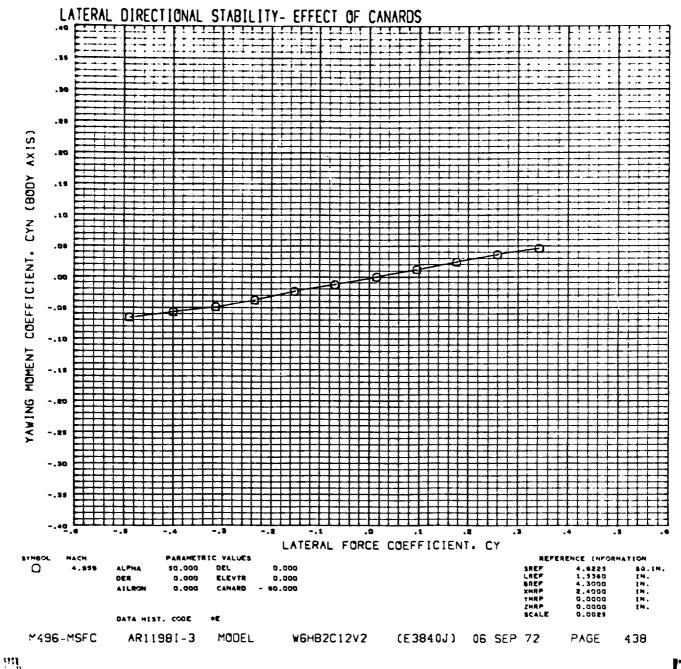
ţ



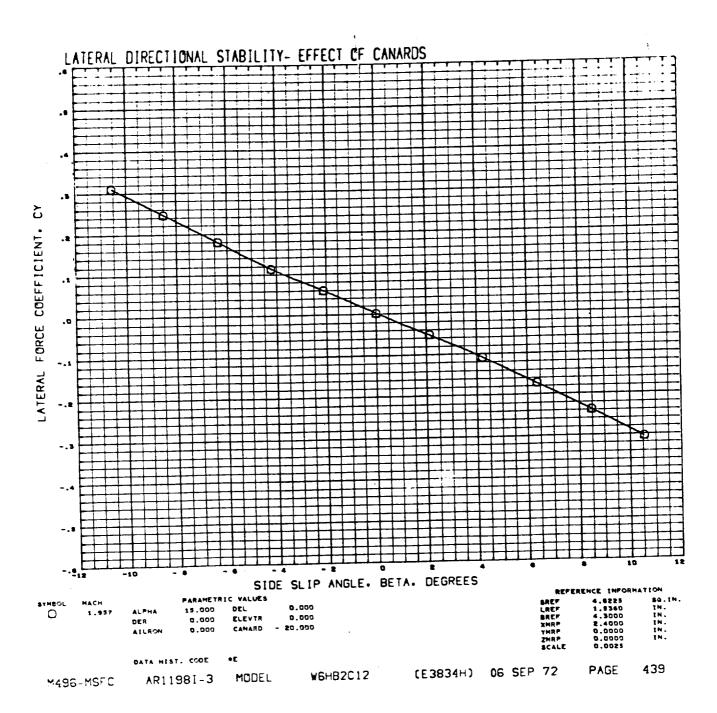


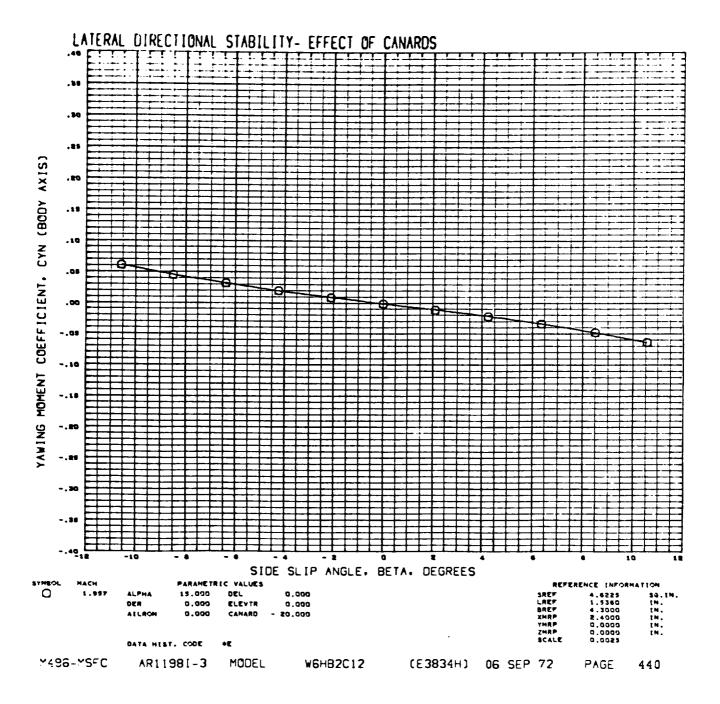




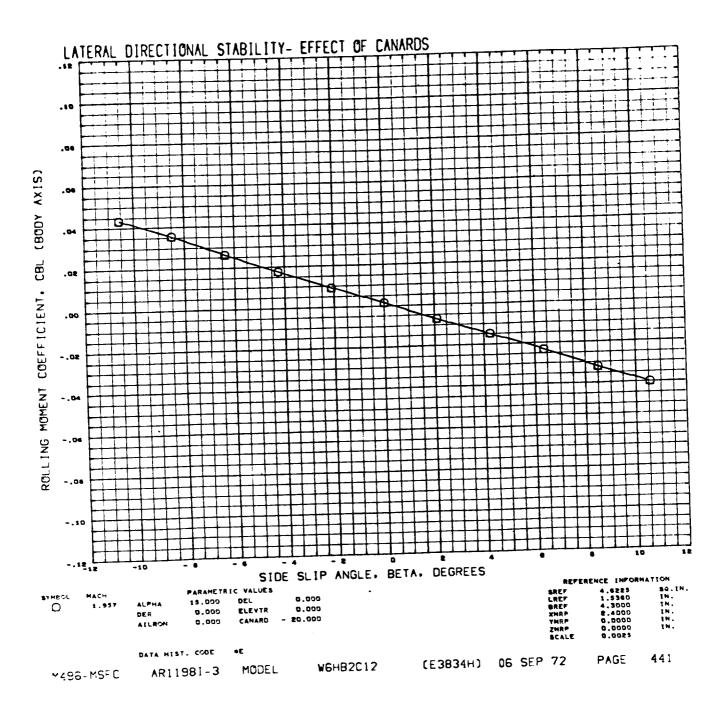


1.

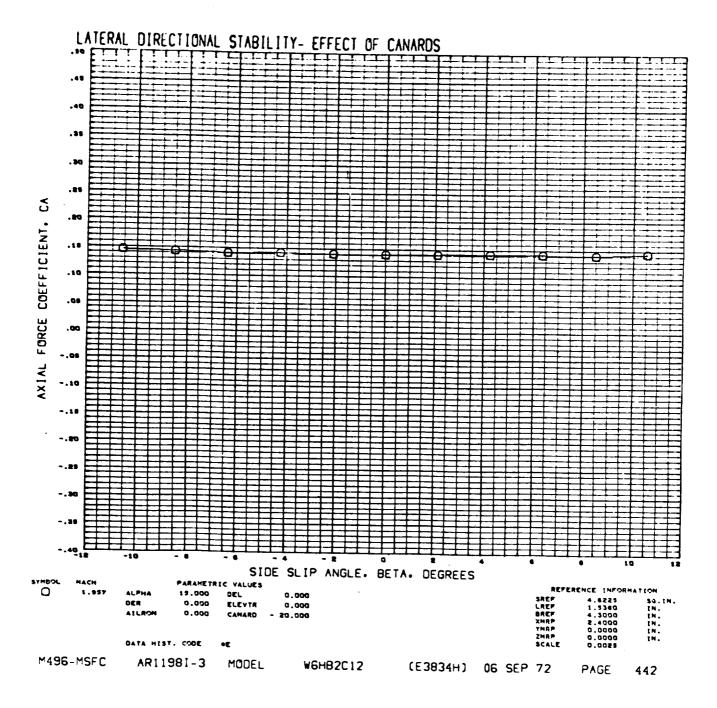


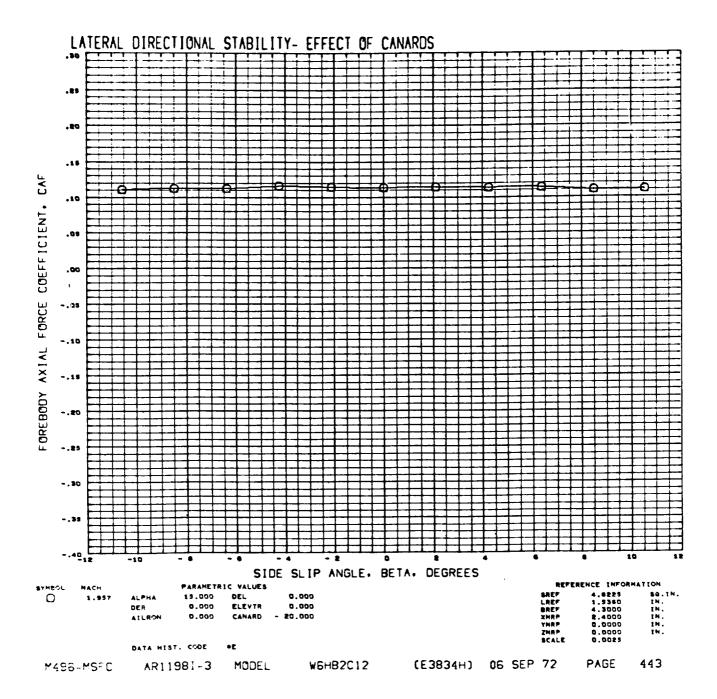


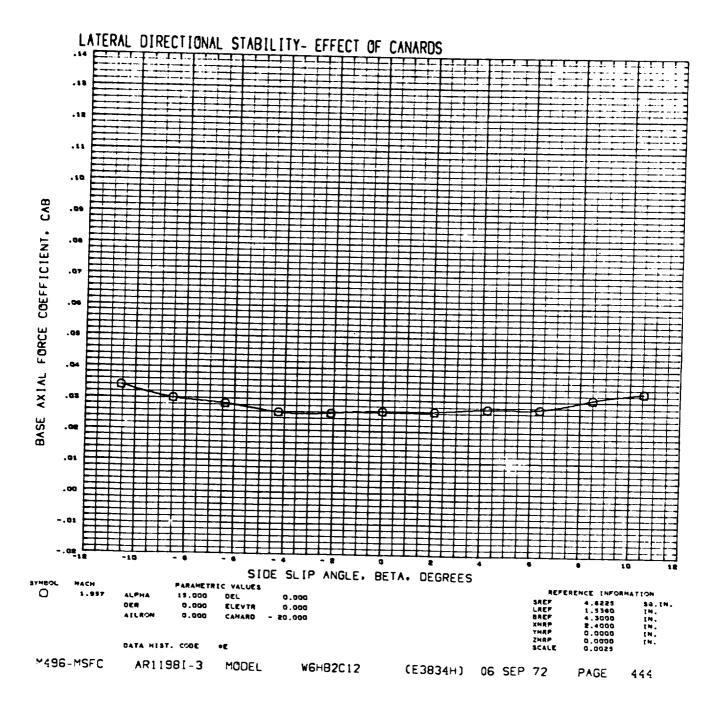
( `

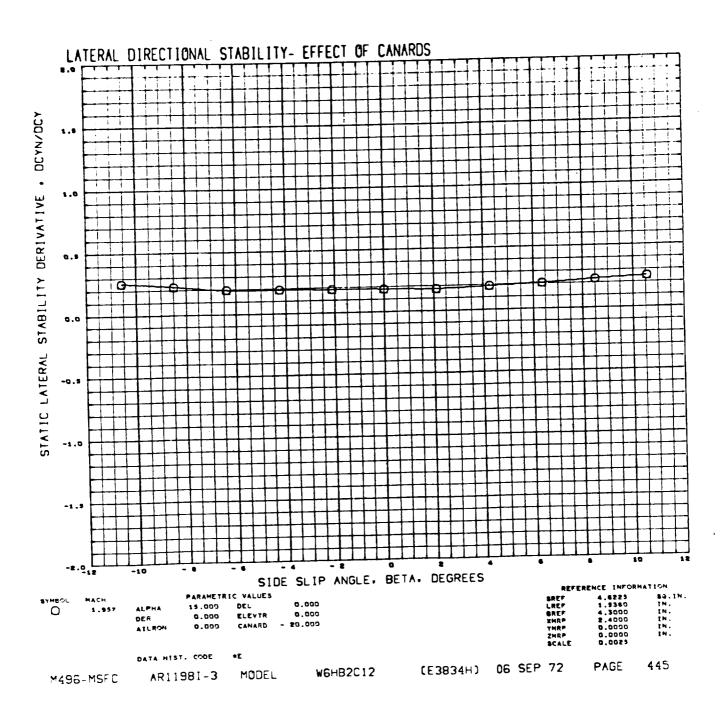


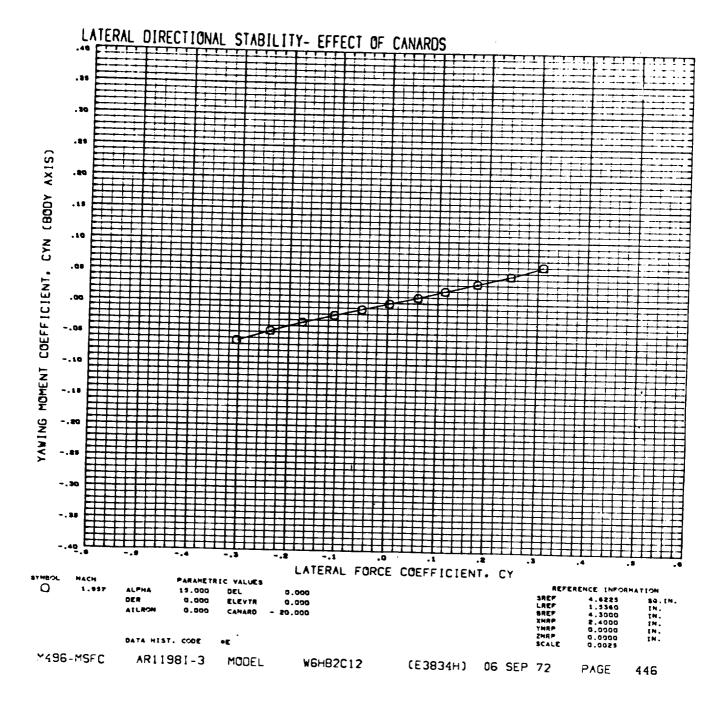
}

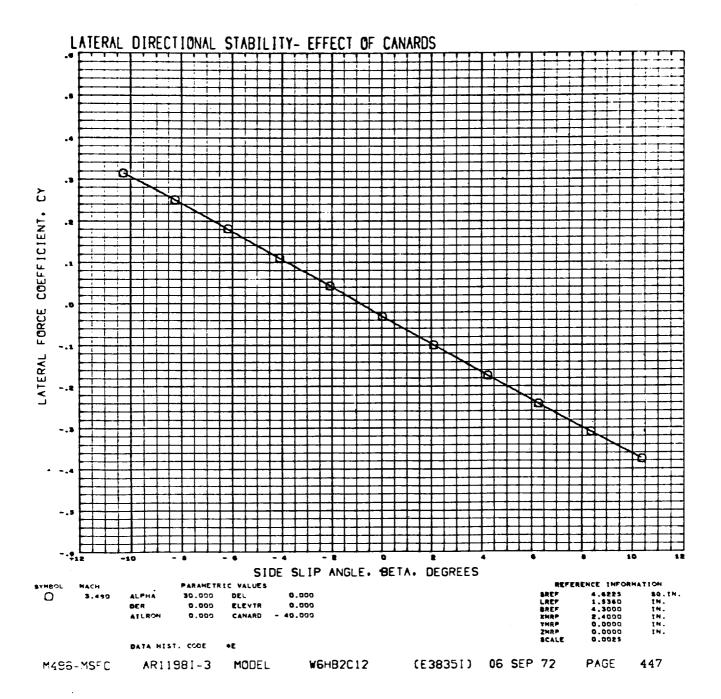


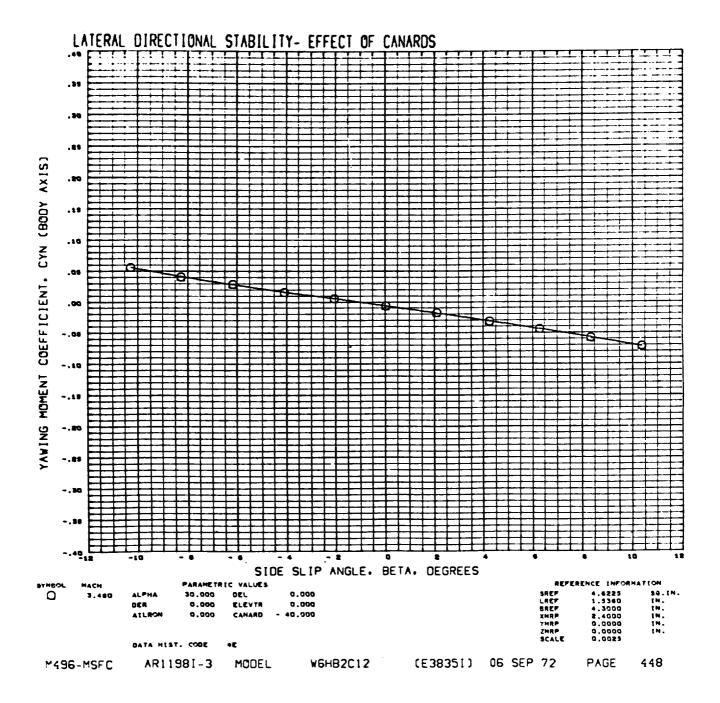


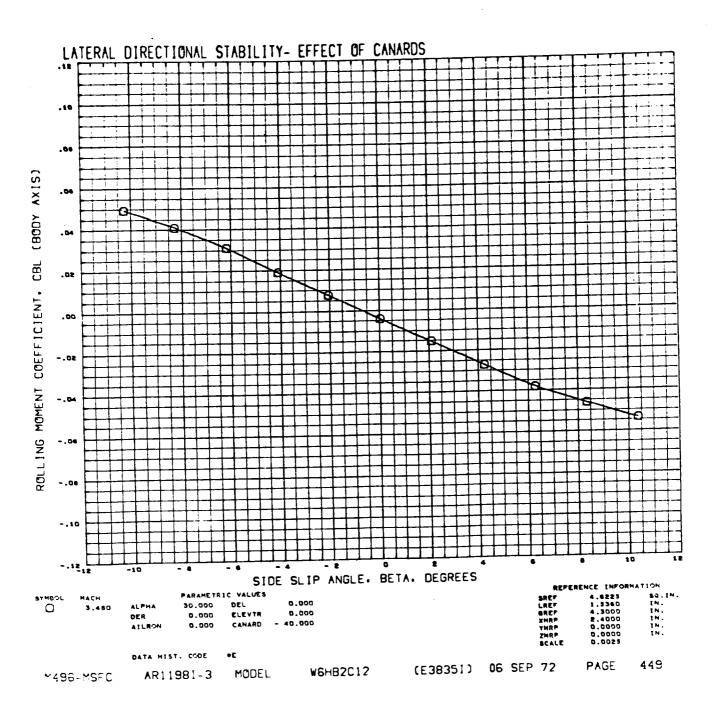




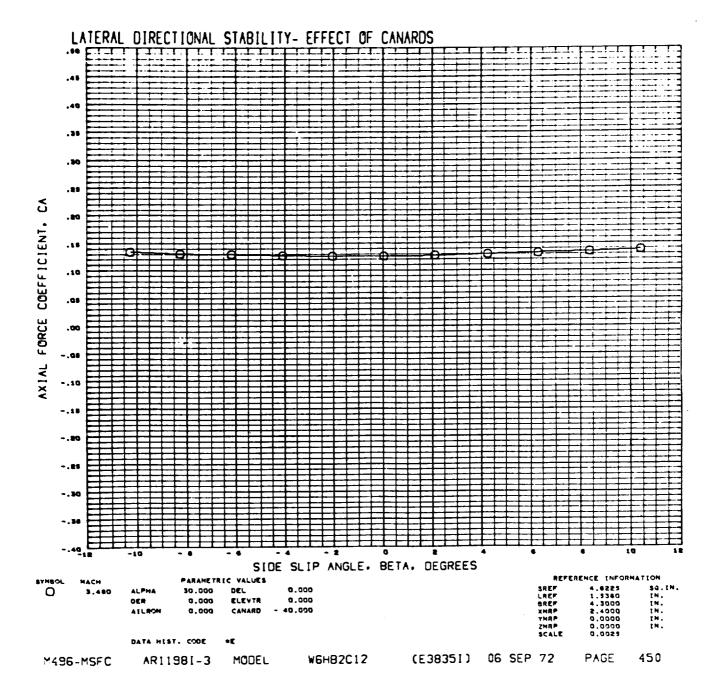


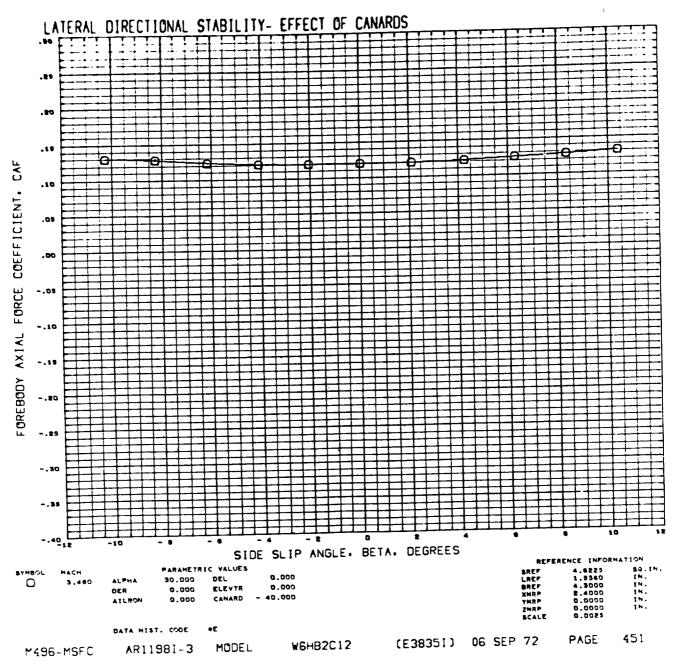


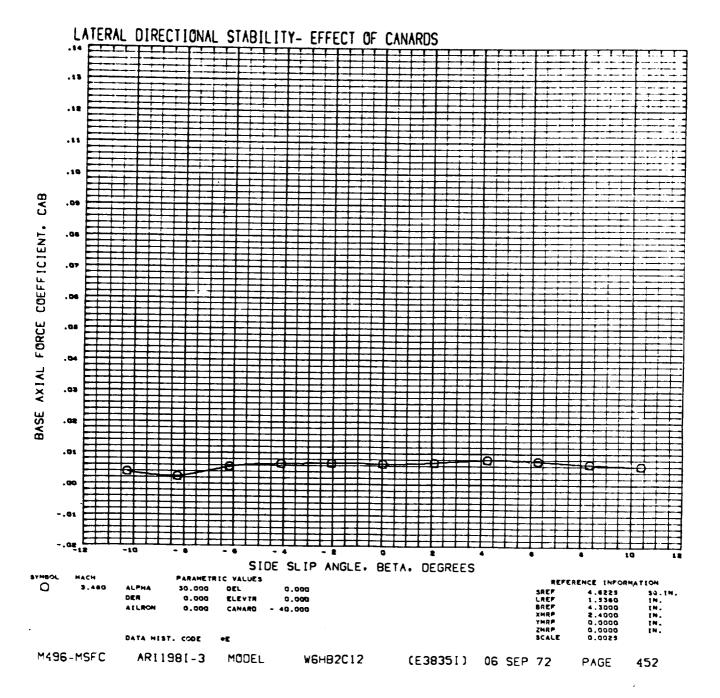


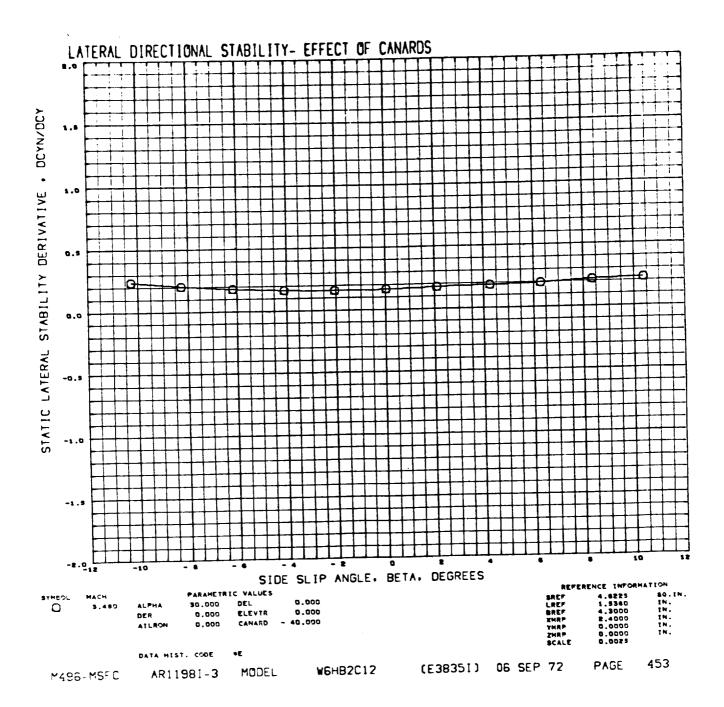


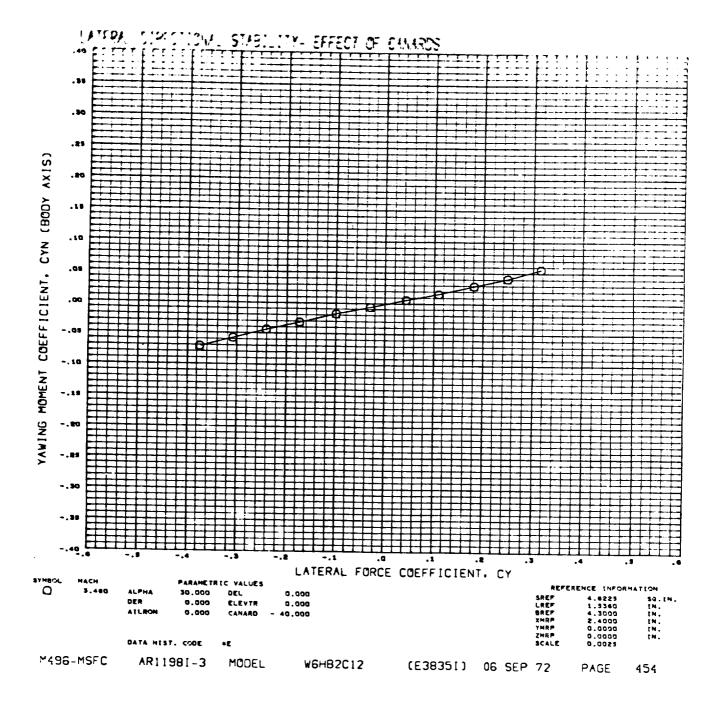
).



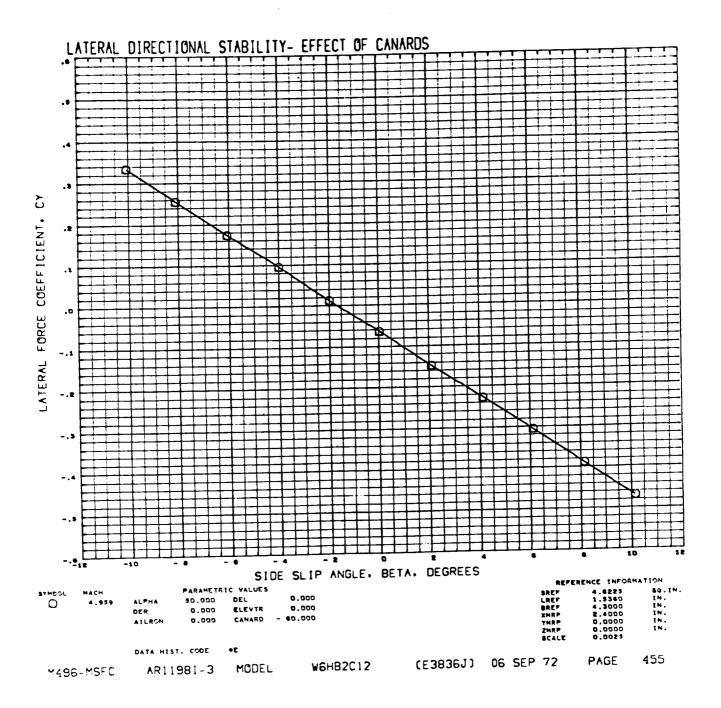


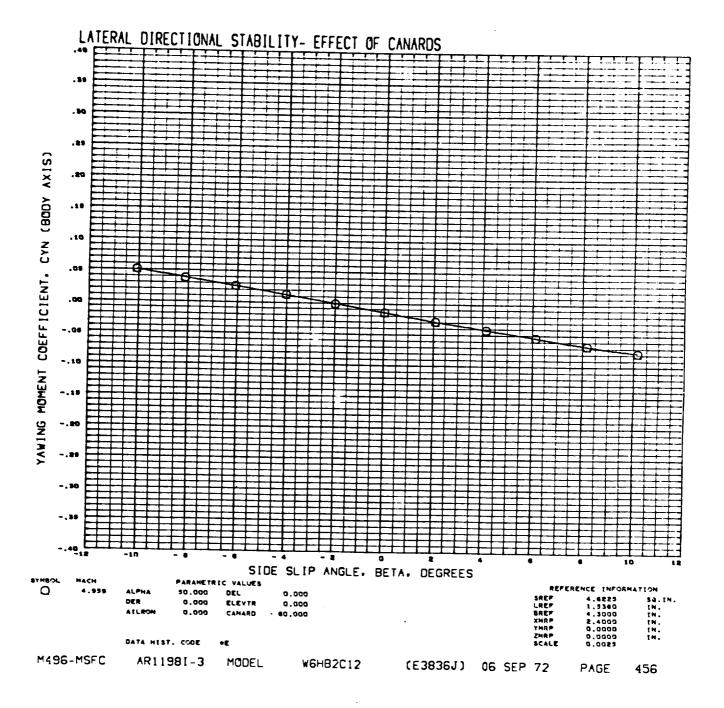


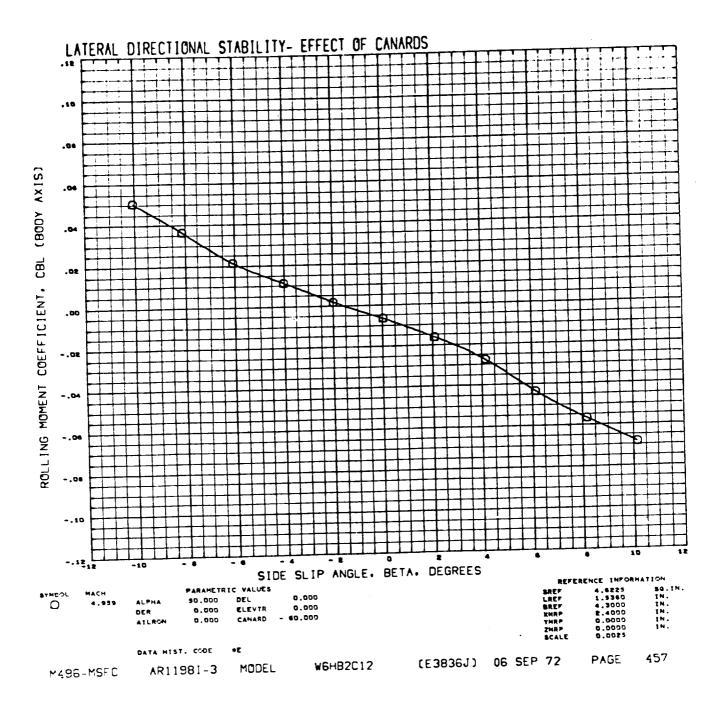


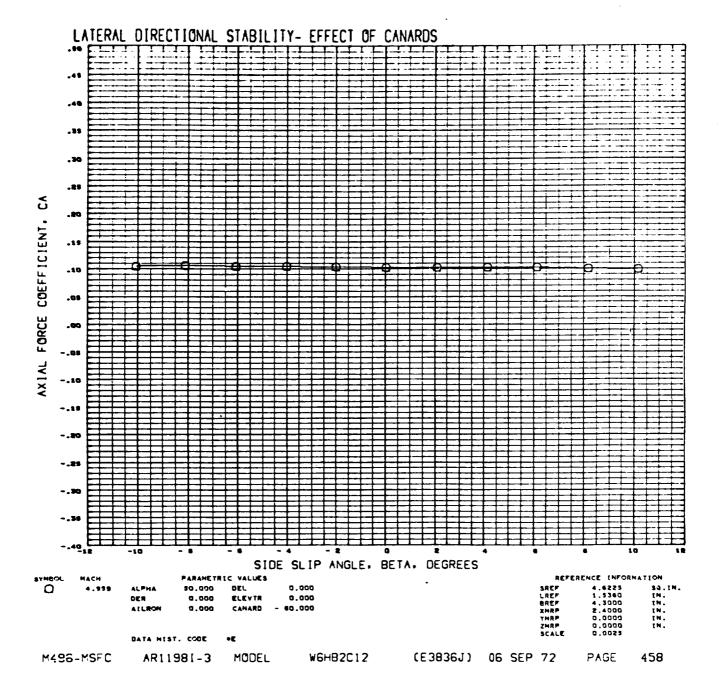


فو

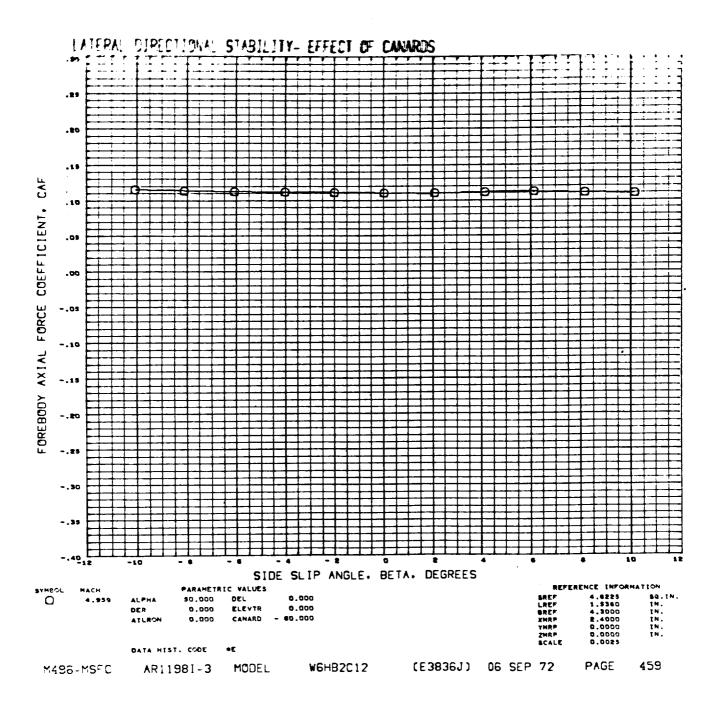


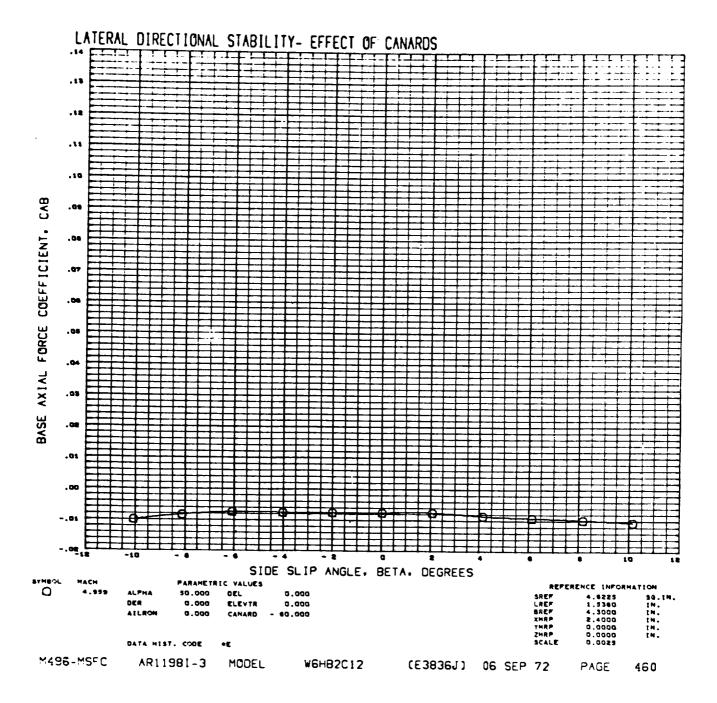




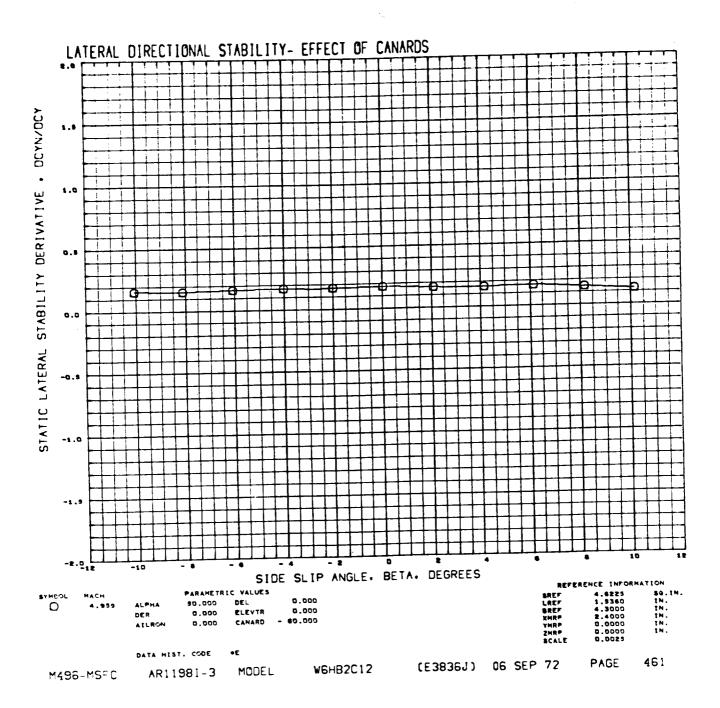


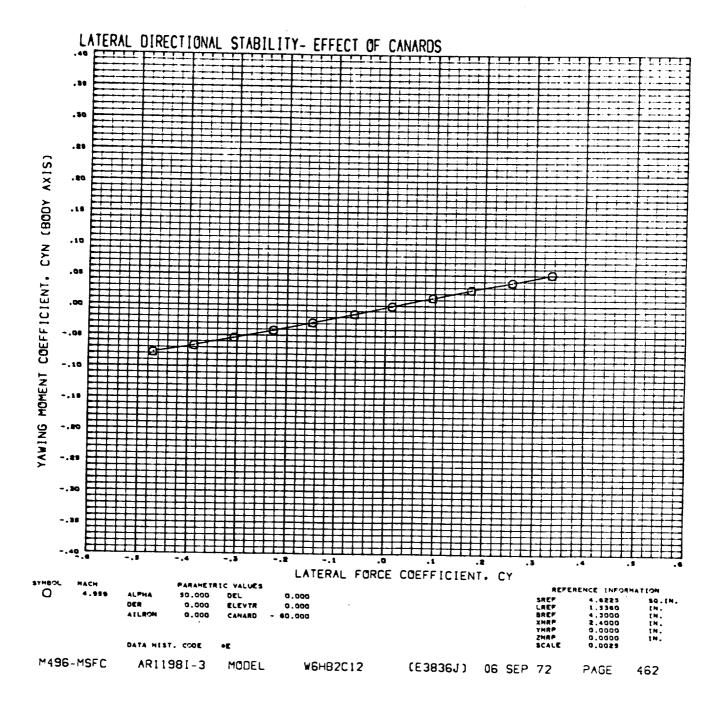
;

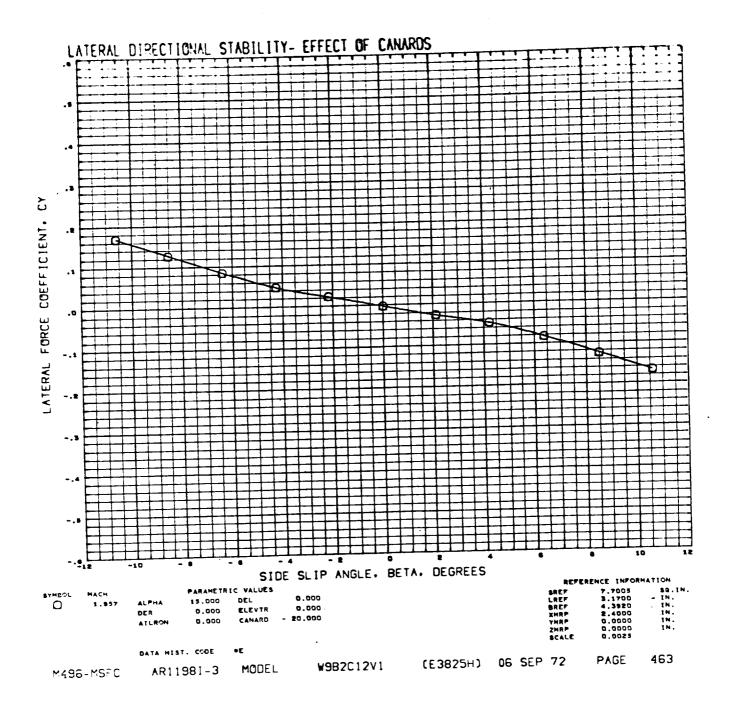


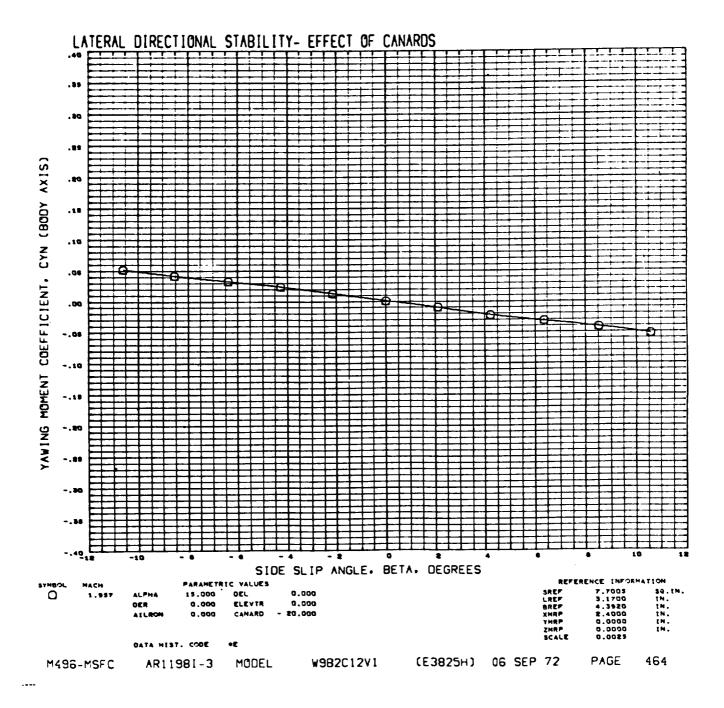


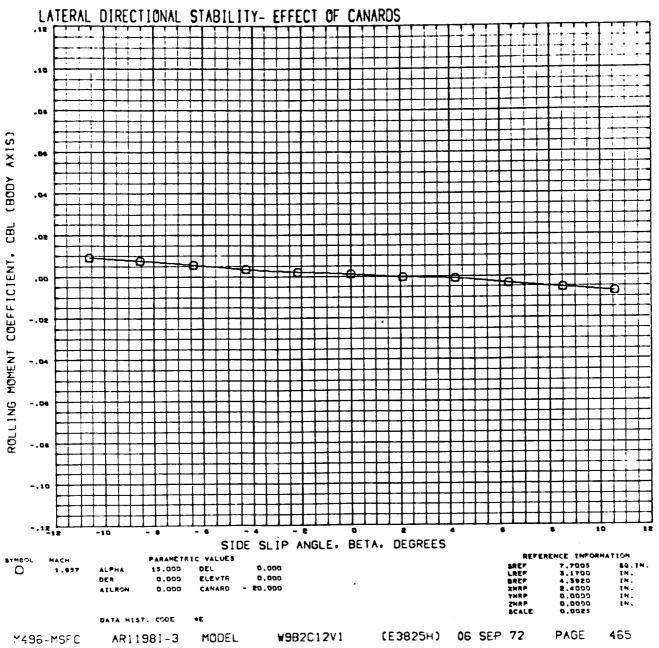
į



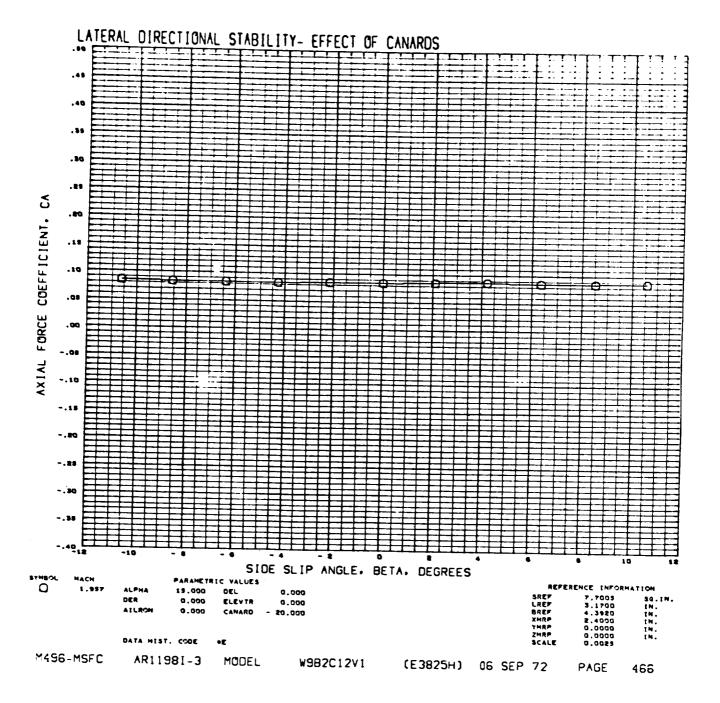


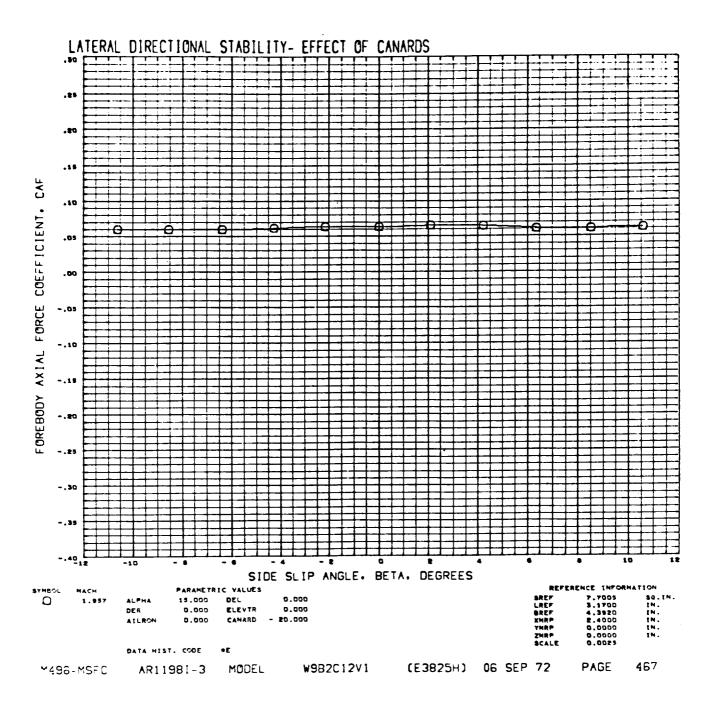


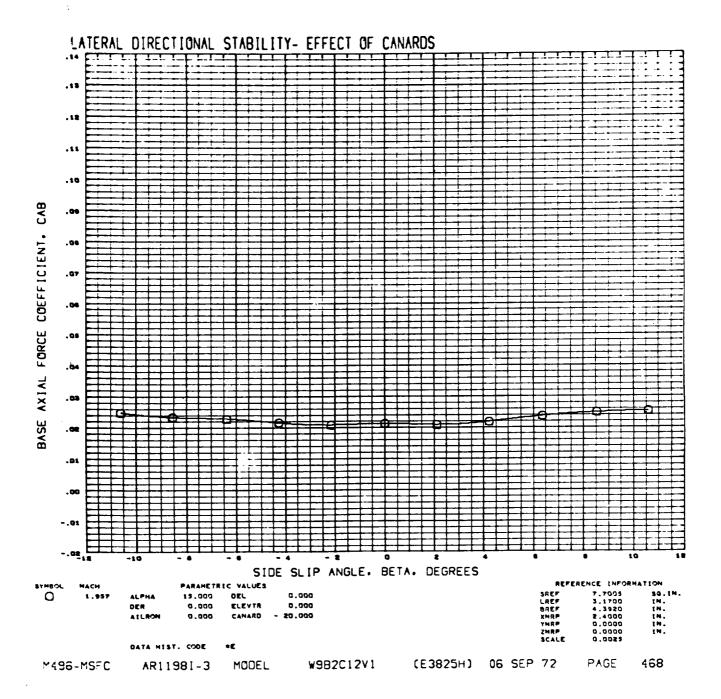


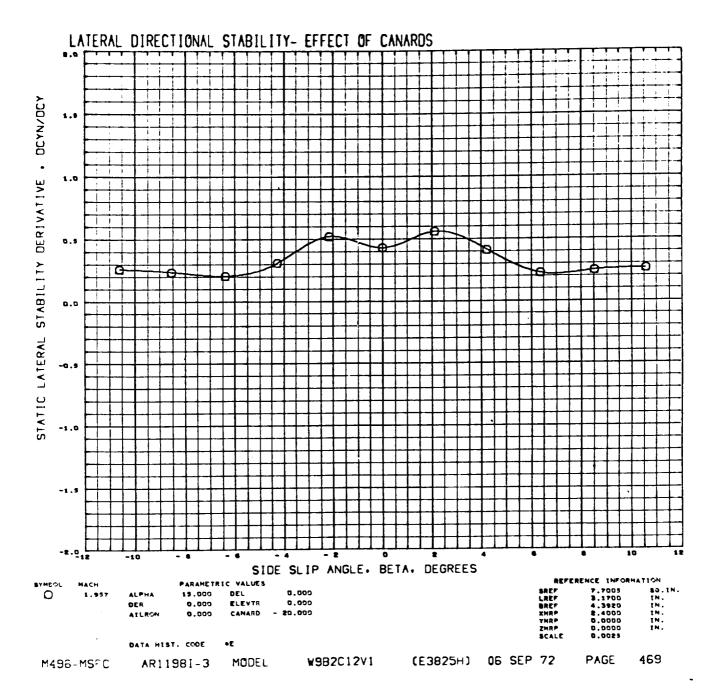


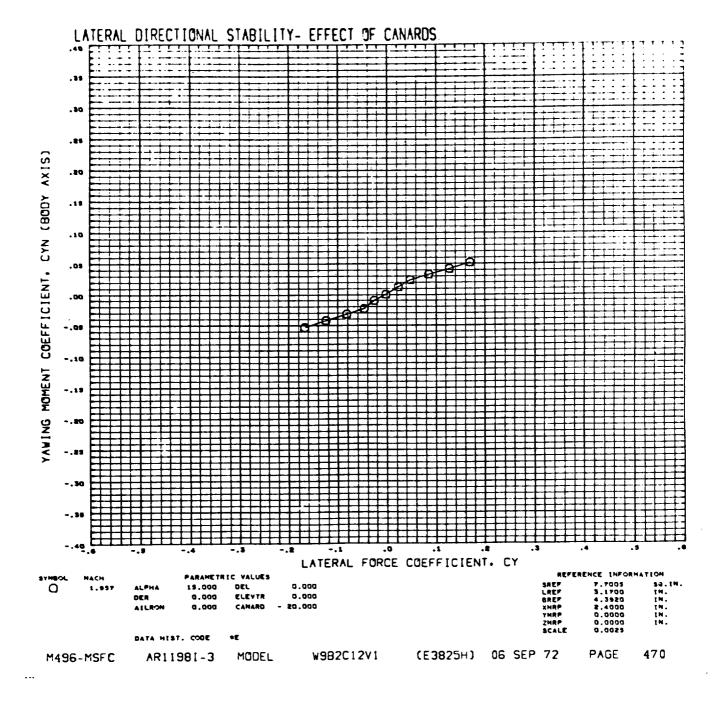
..

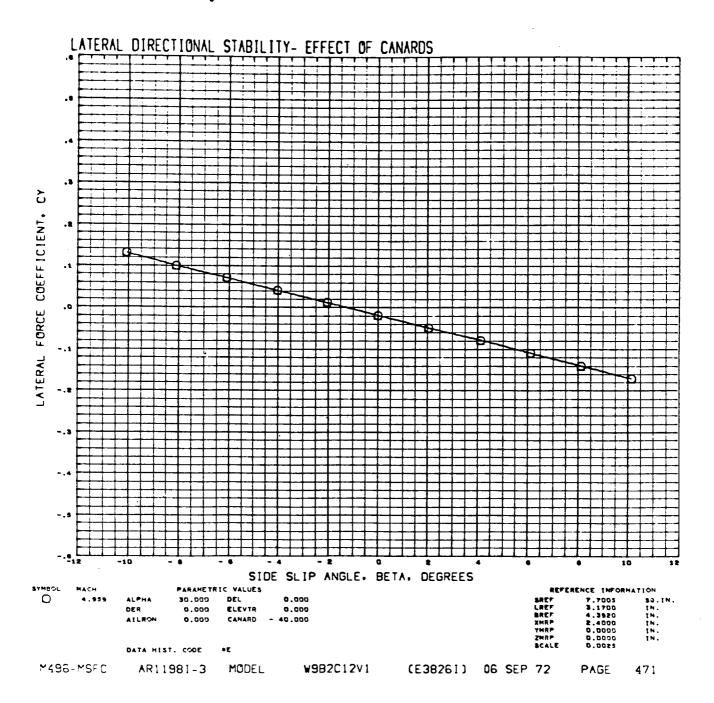


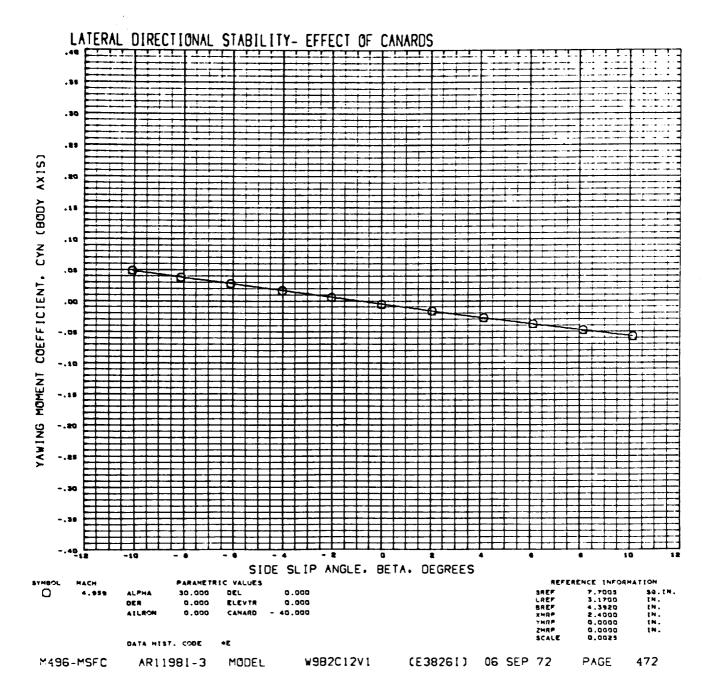


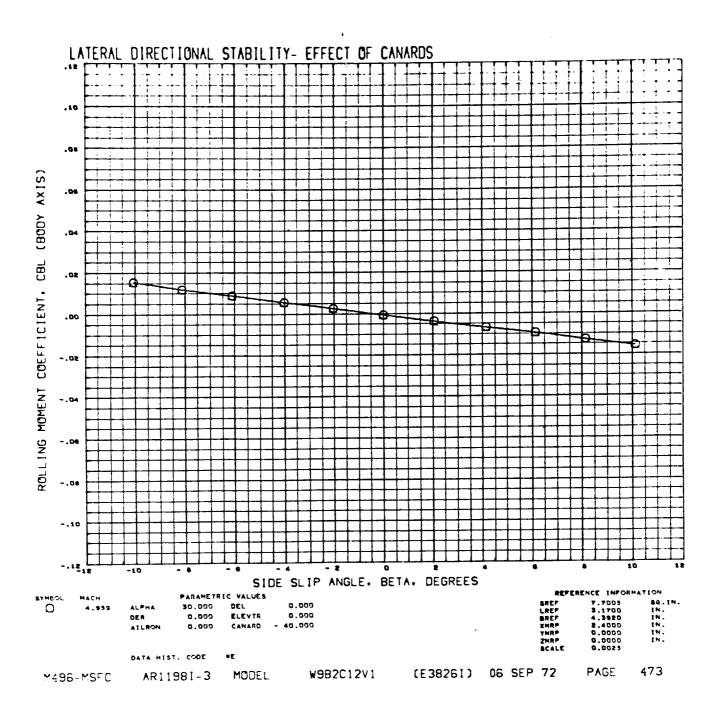


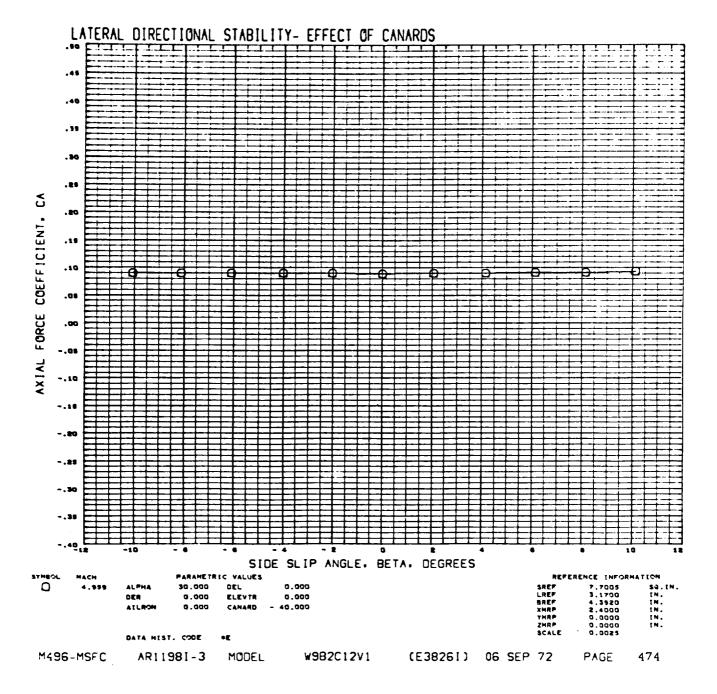




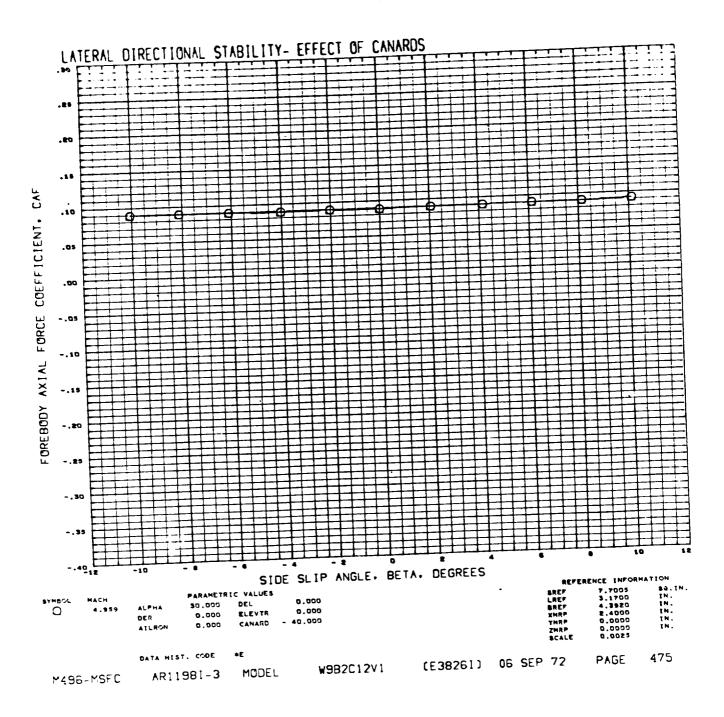


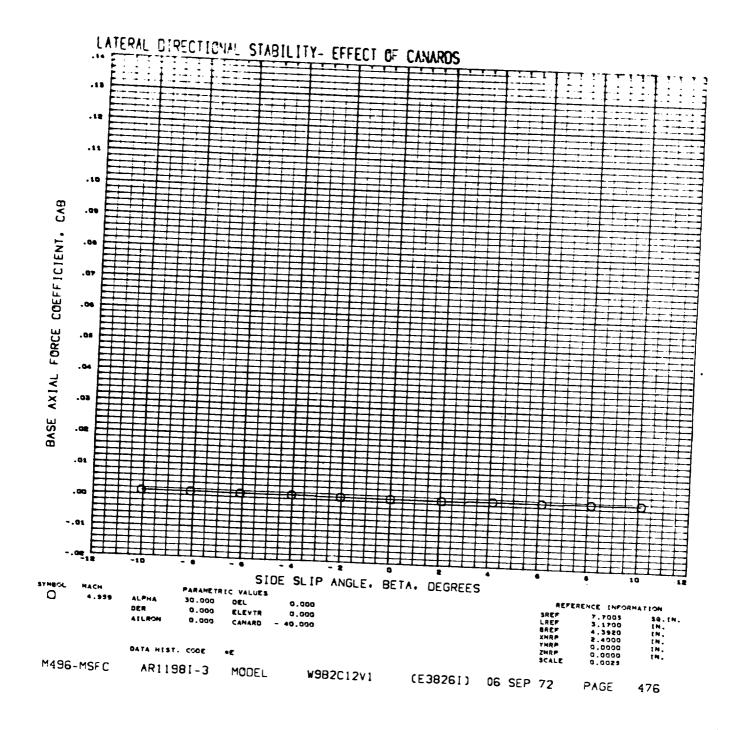


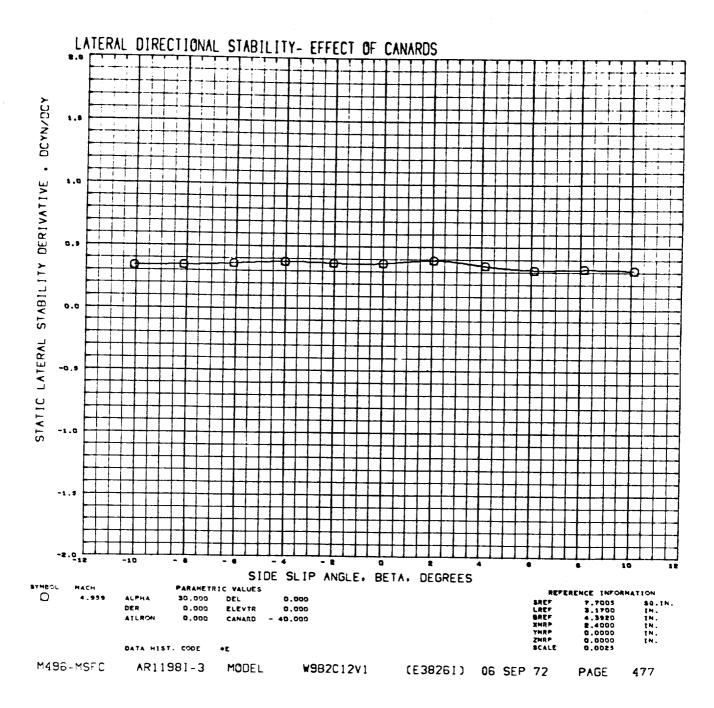


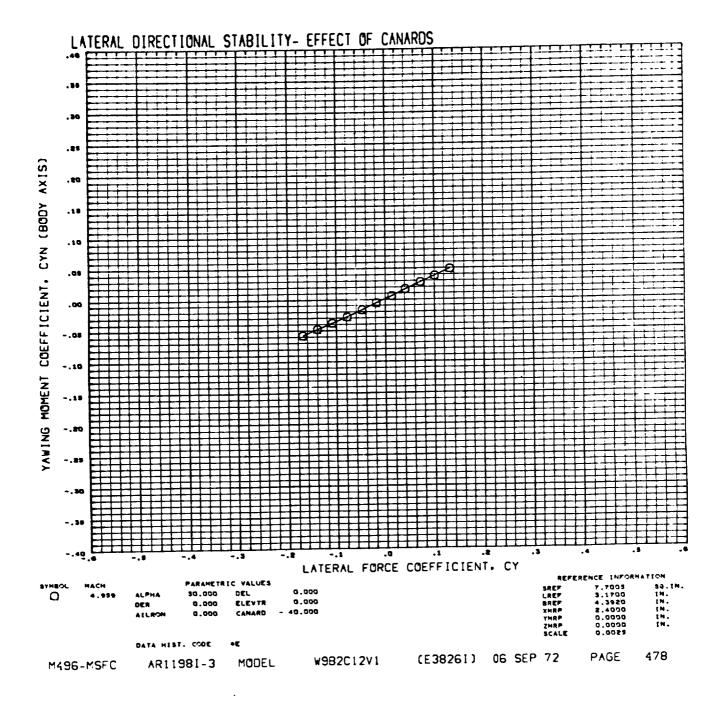


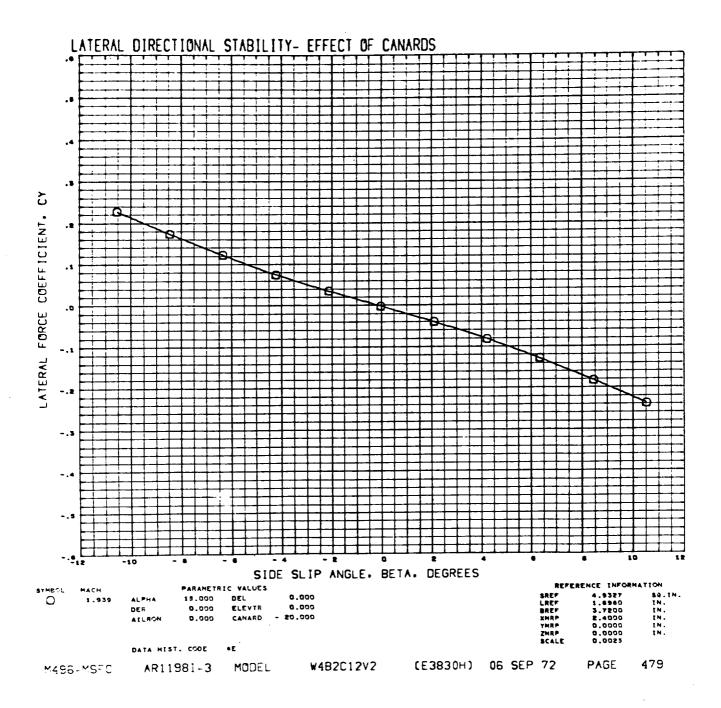
i

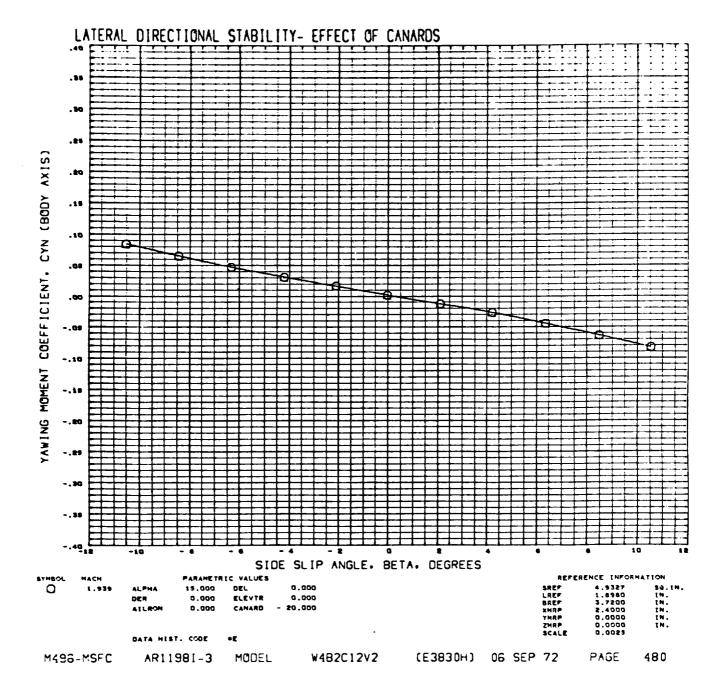


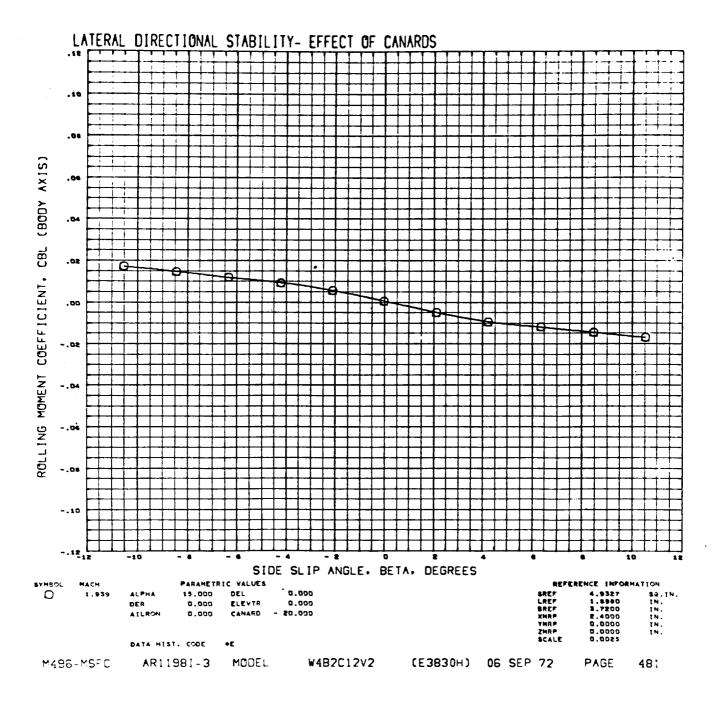




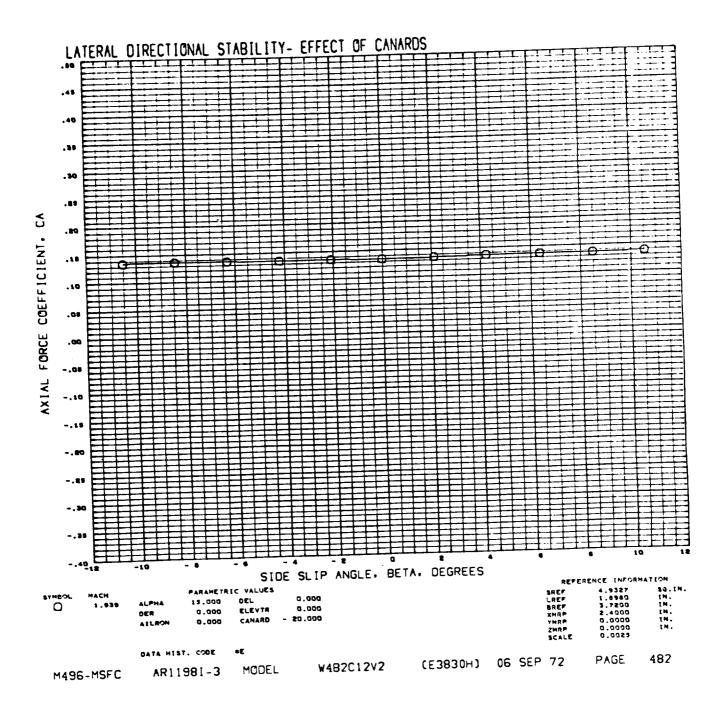


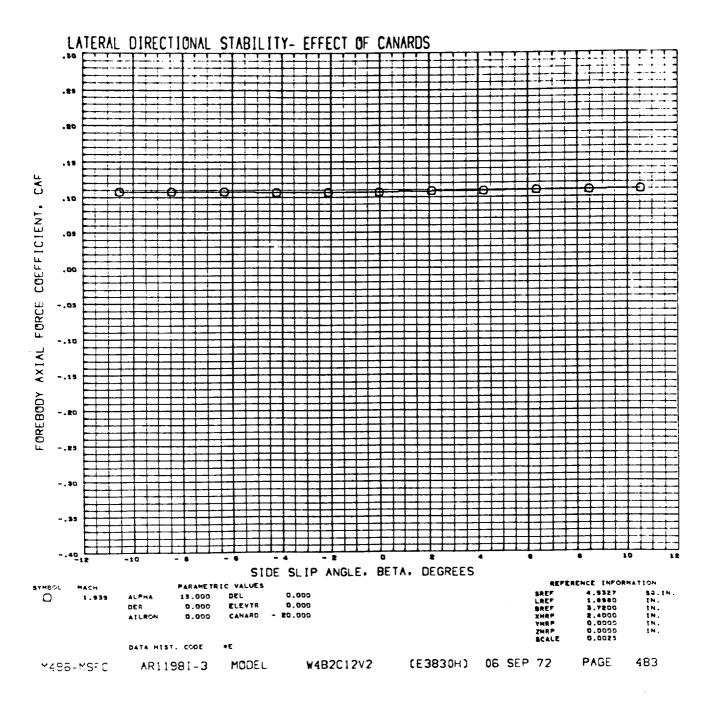




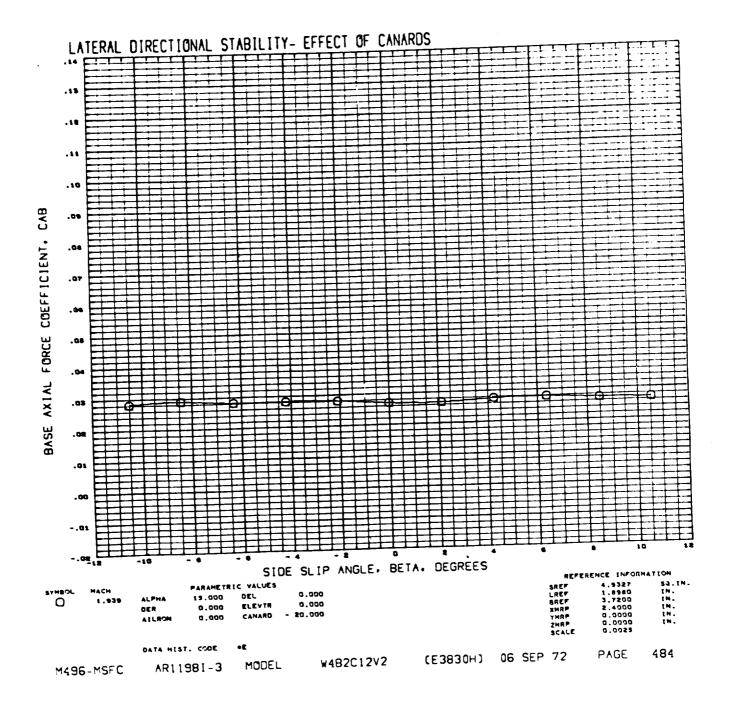


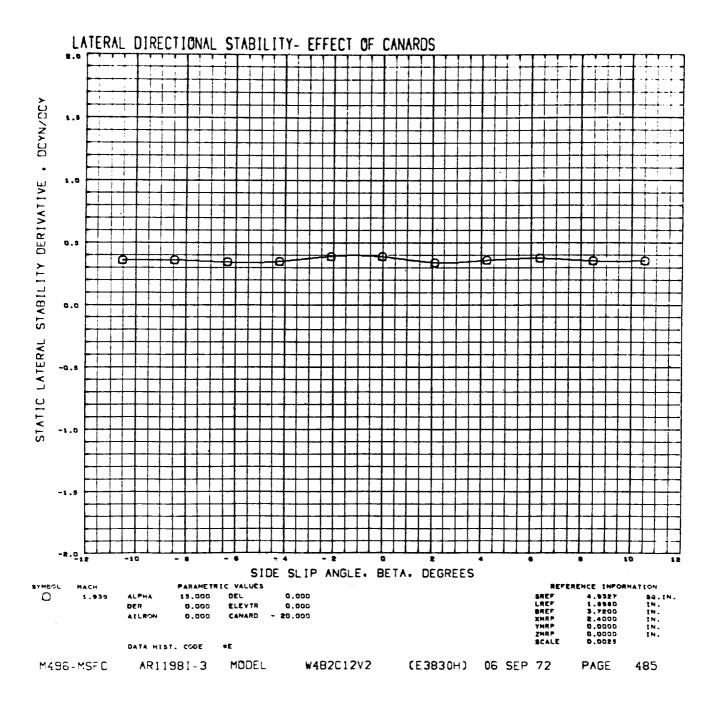
**(**)

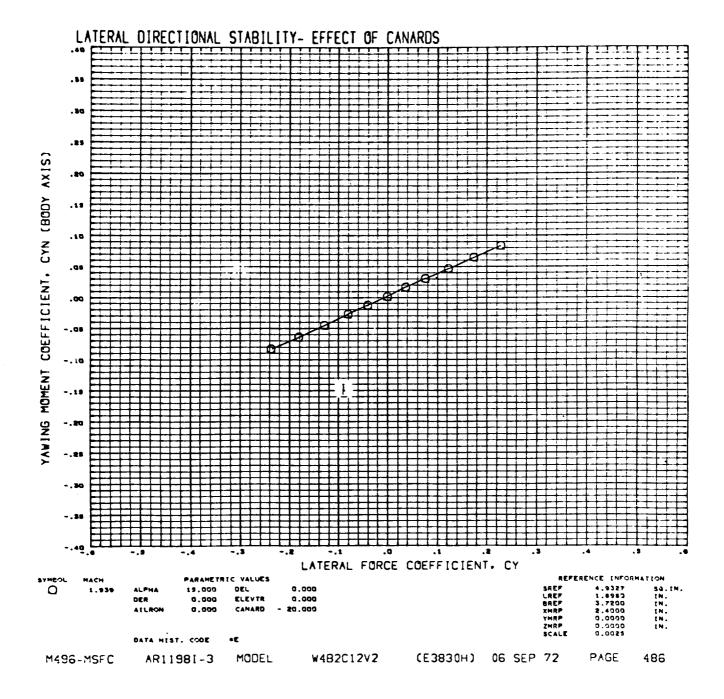


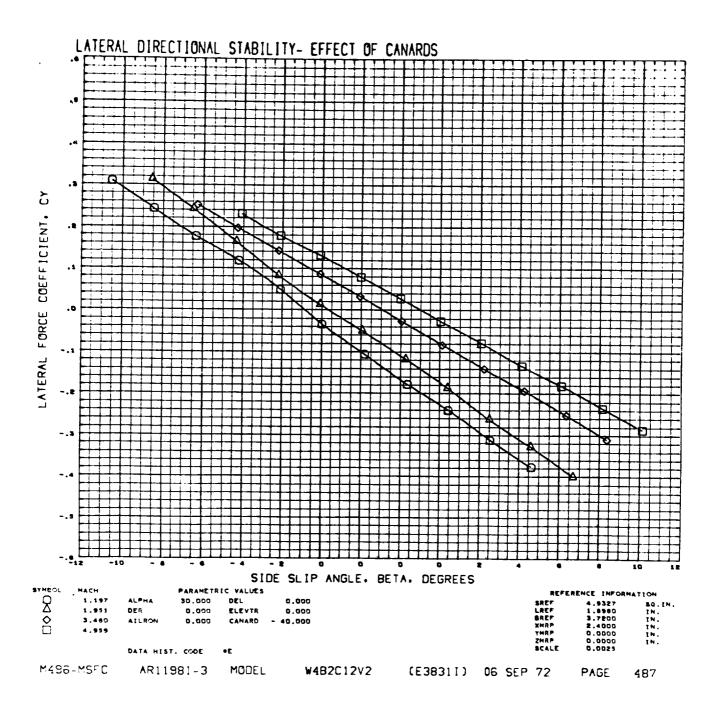


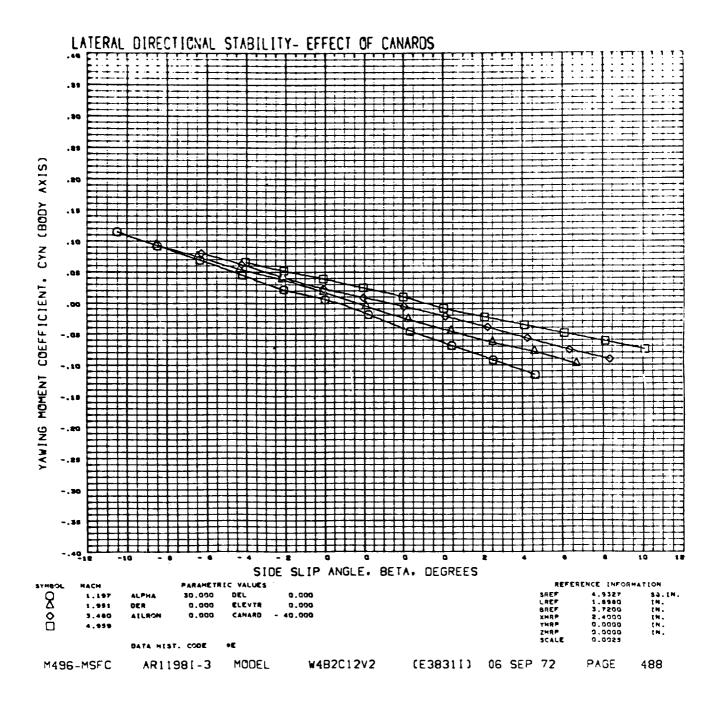
(\_

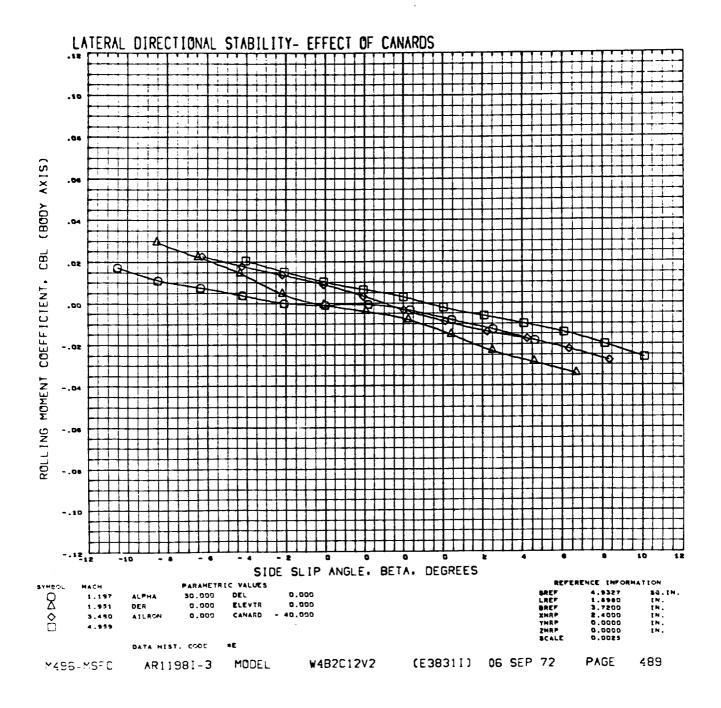


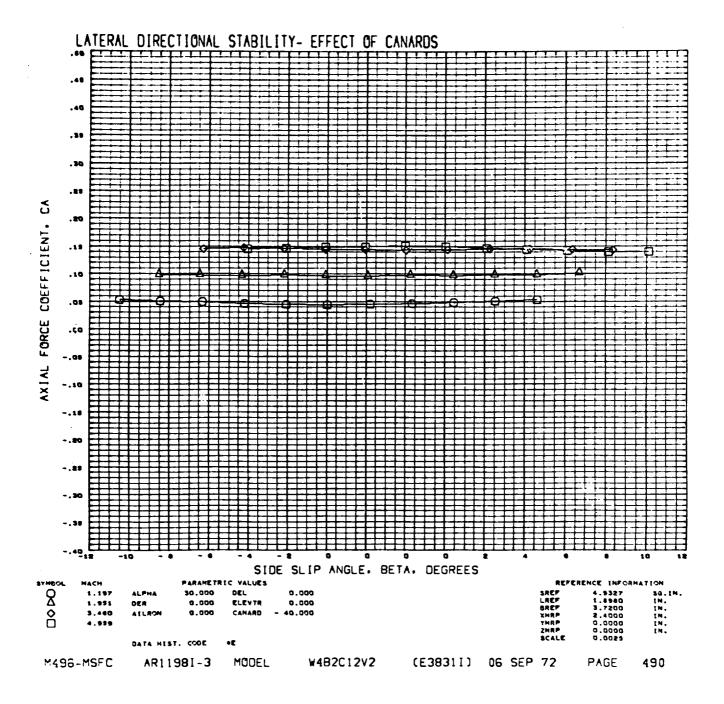








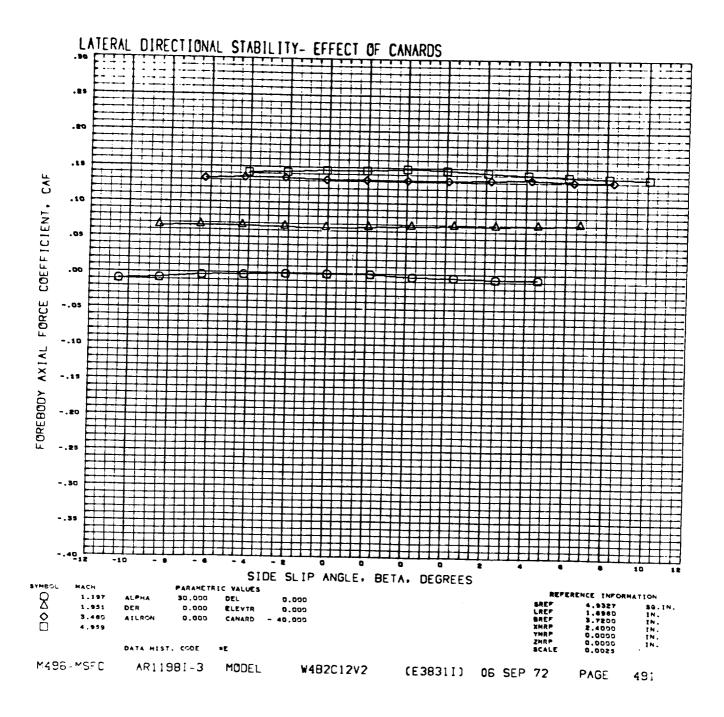


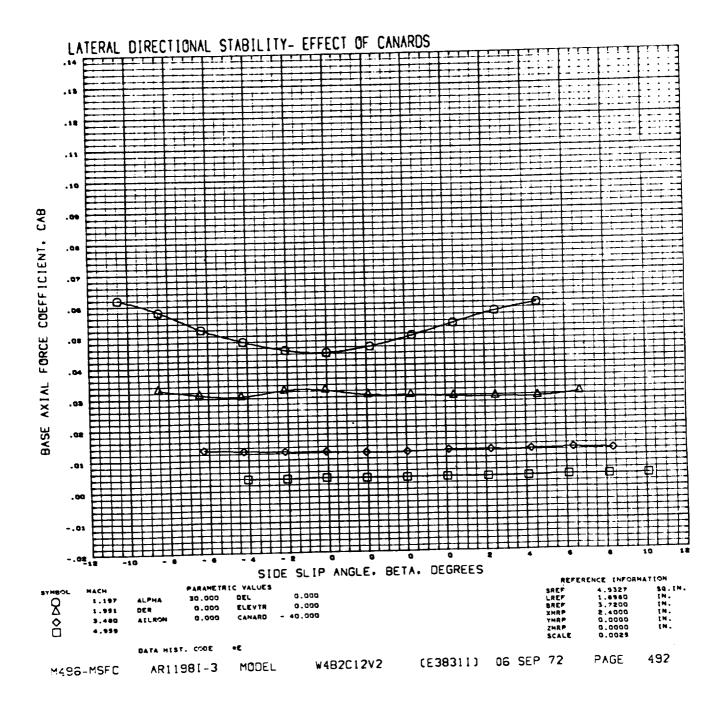


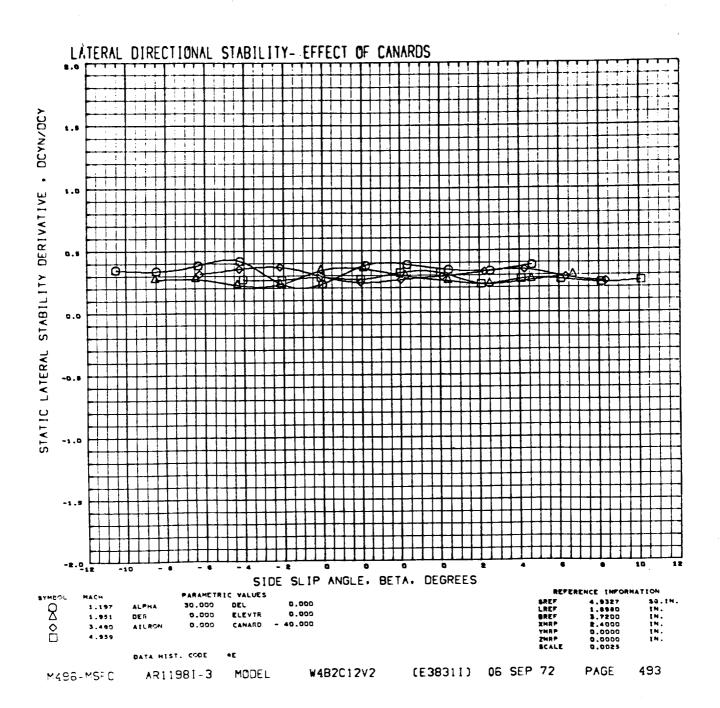
 $(\dot{})$ 

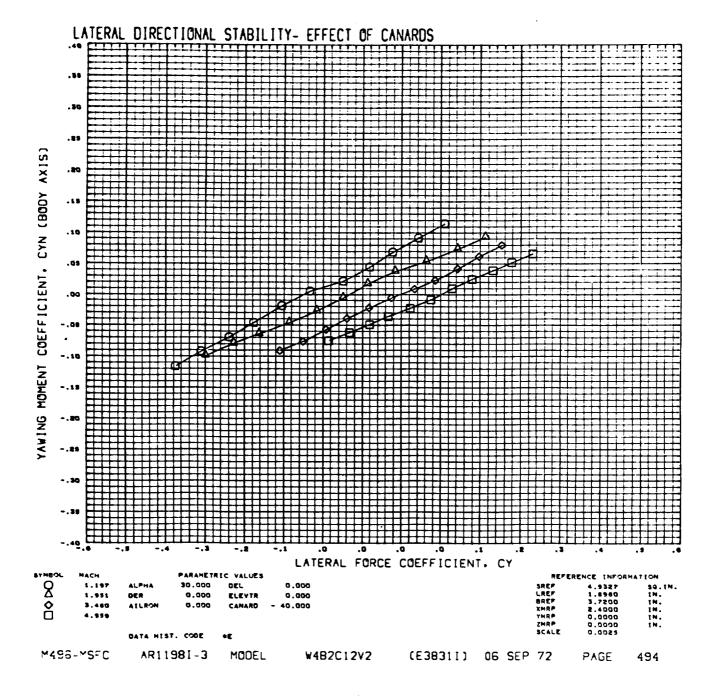
.

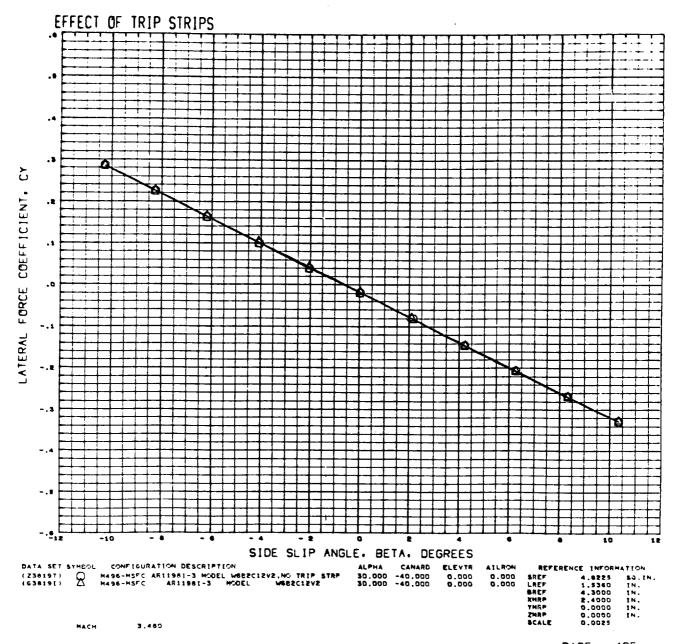
)

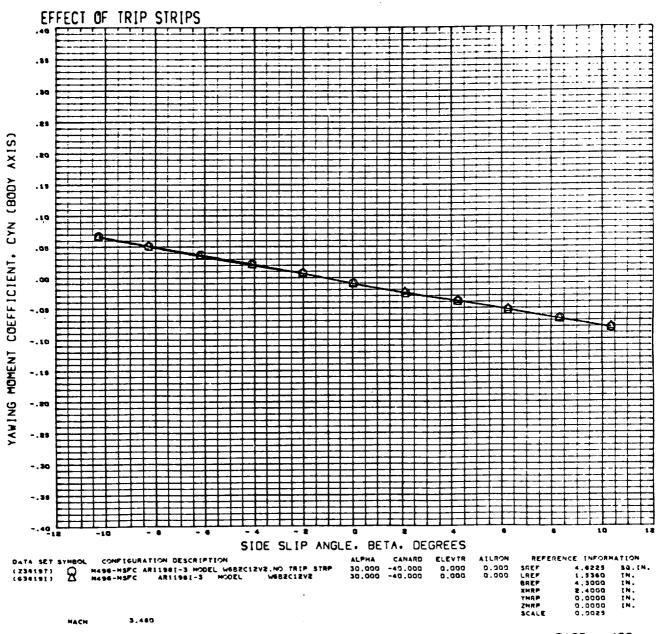


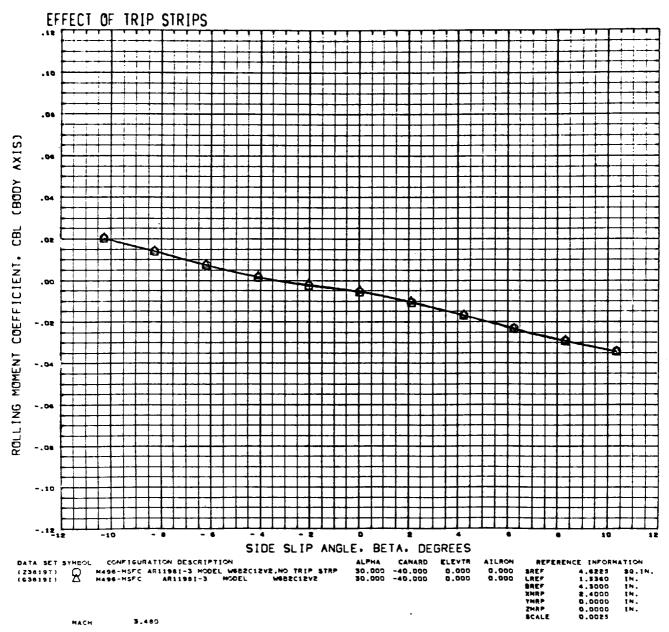


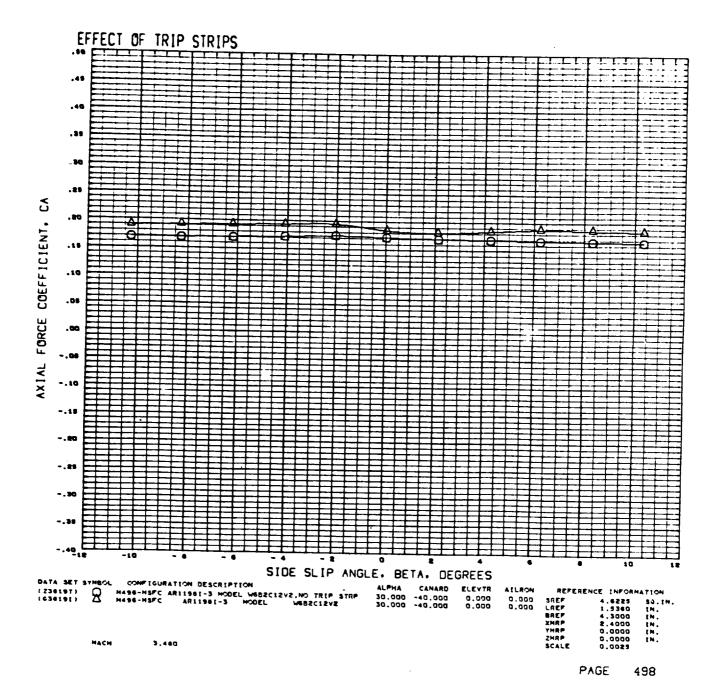


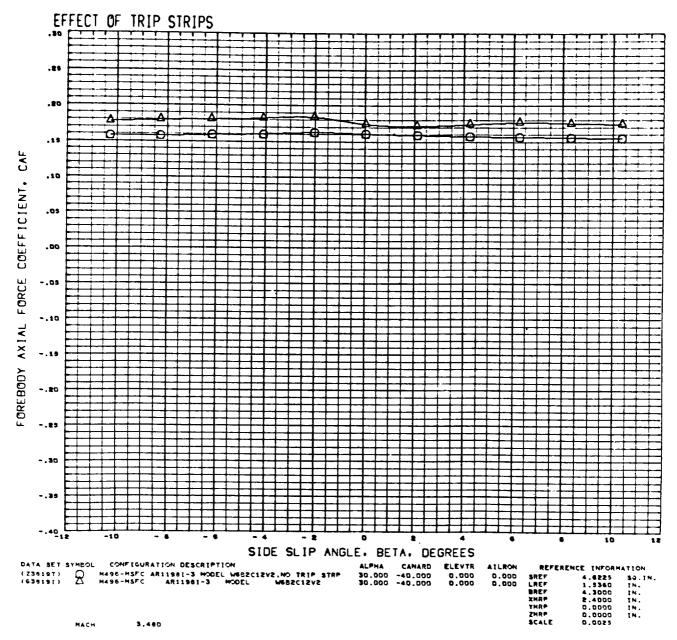




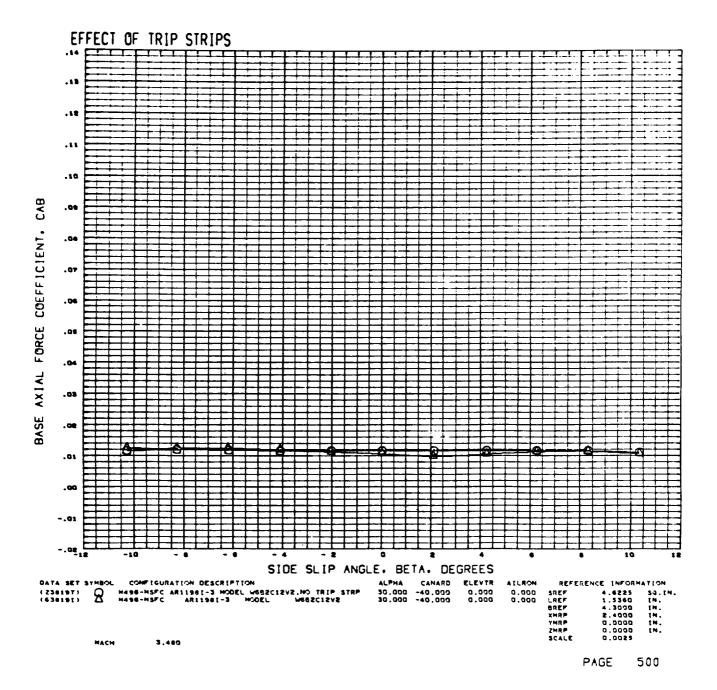


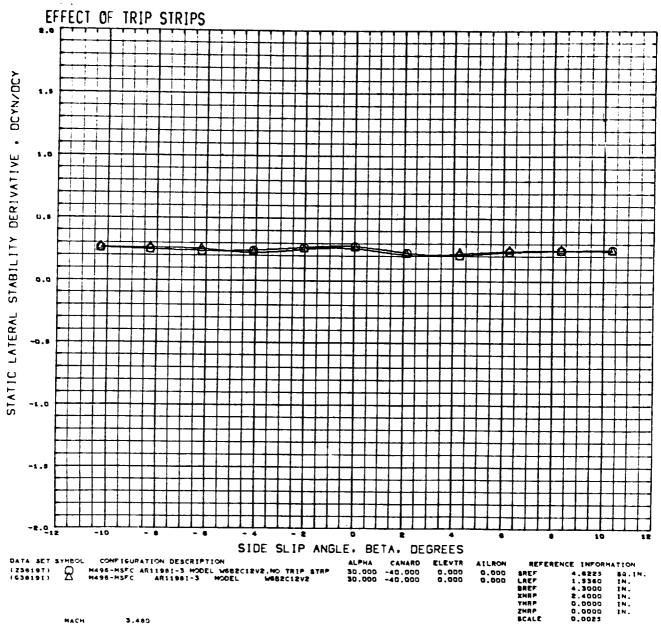




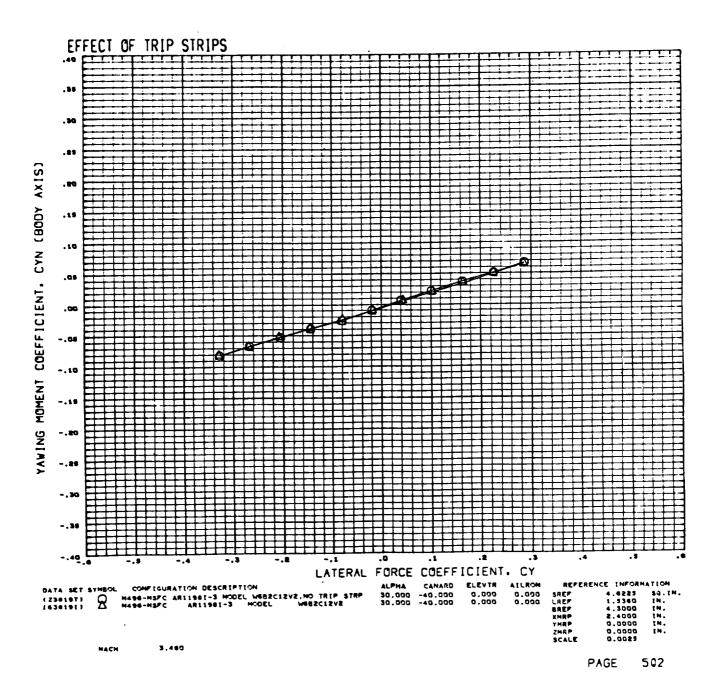


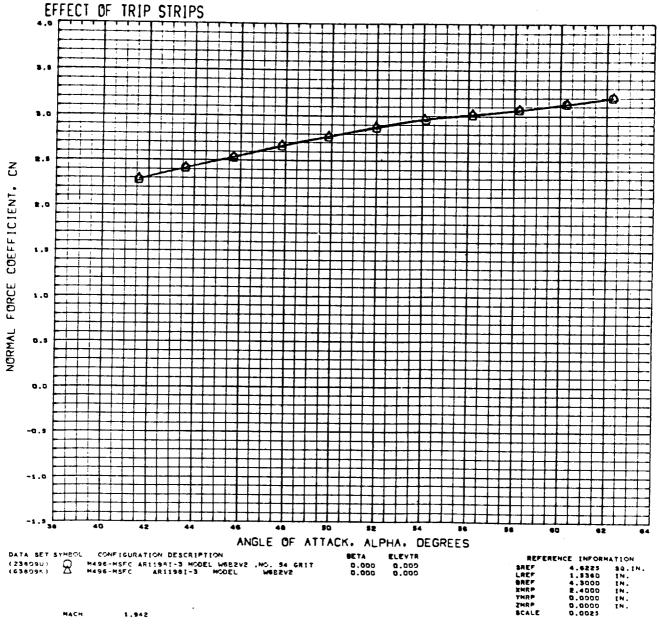
1



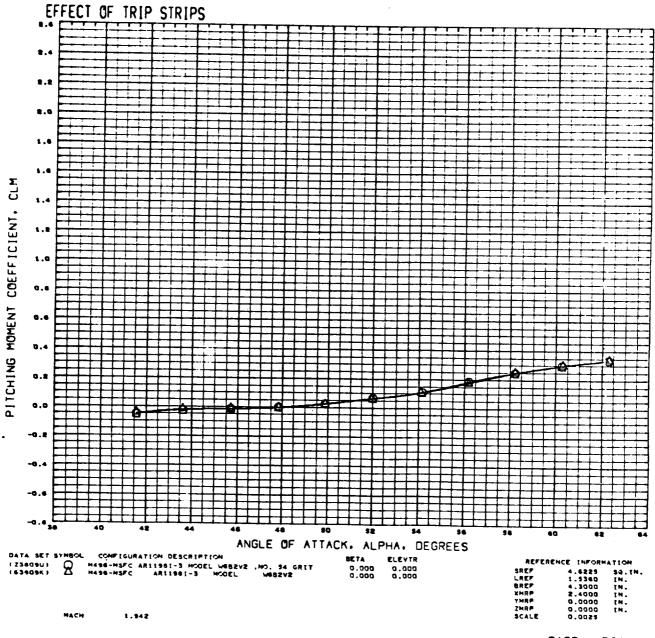


)

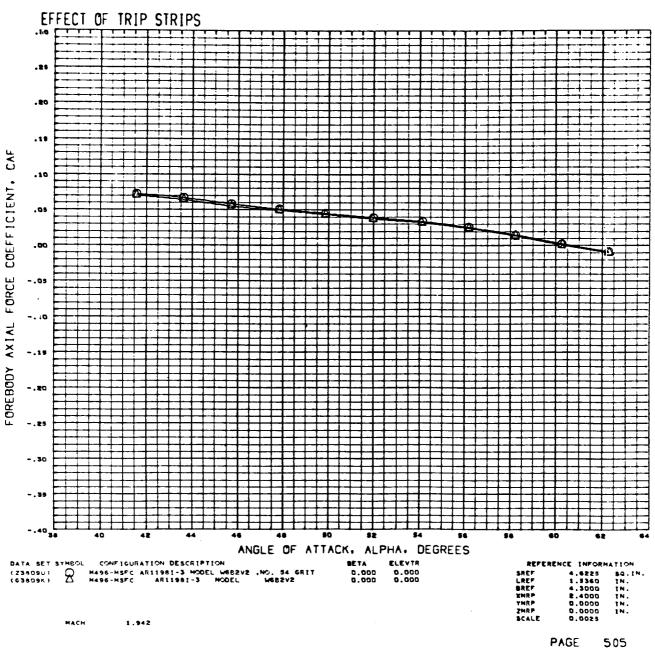


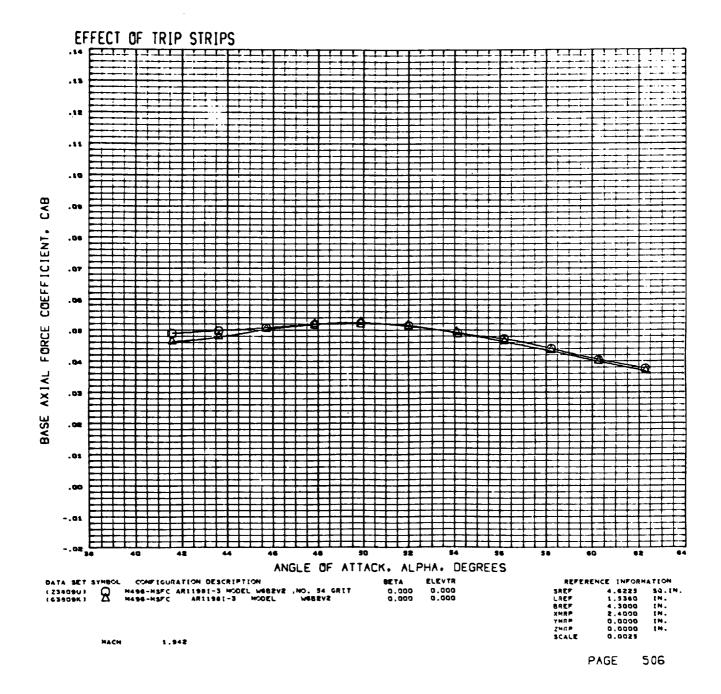


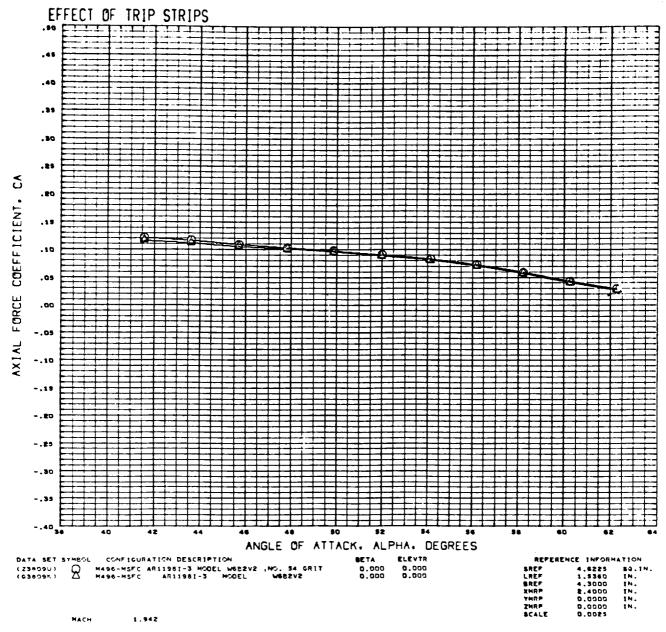
(

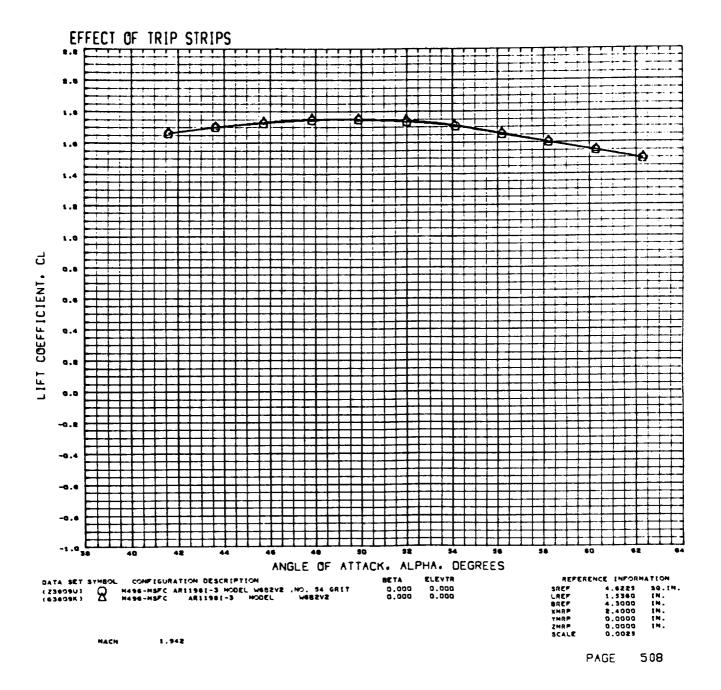


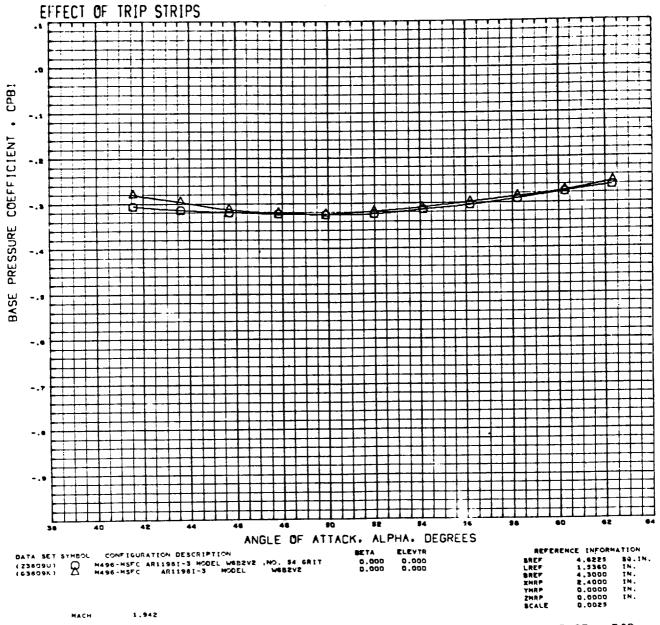


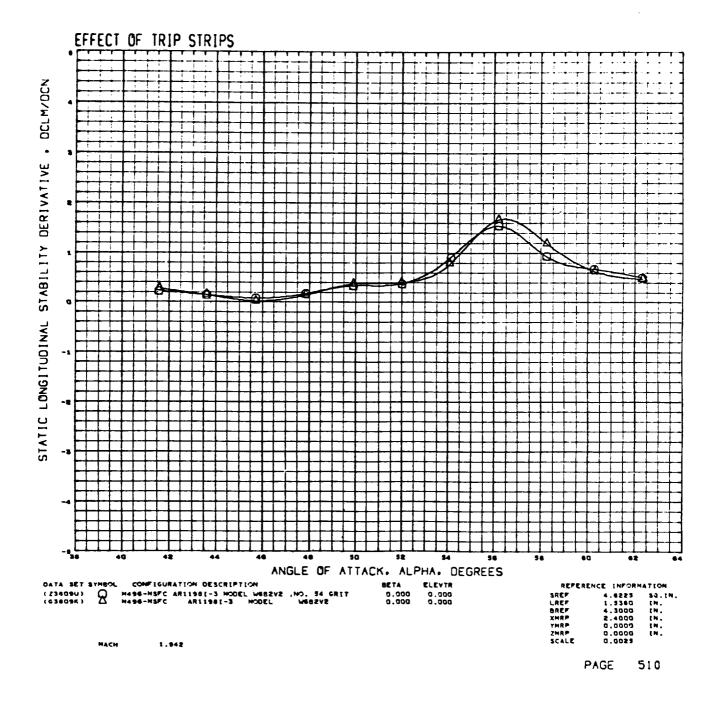


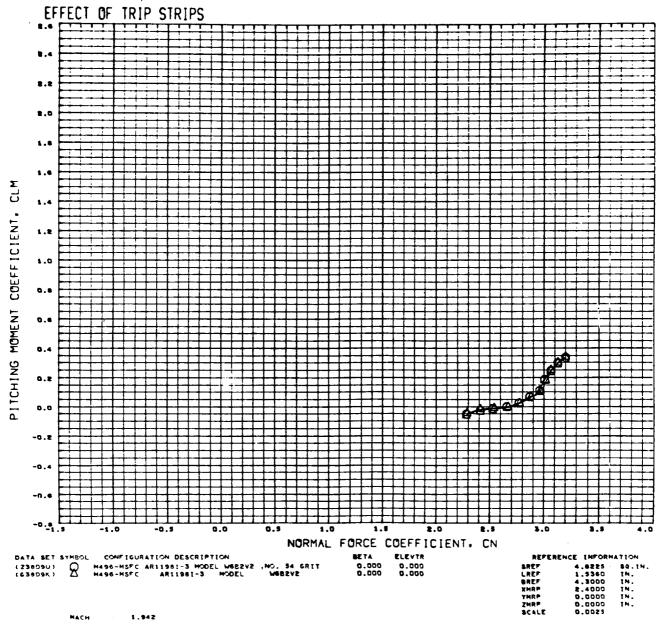


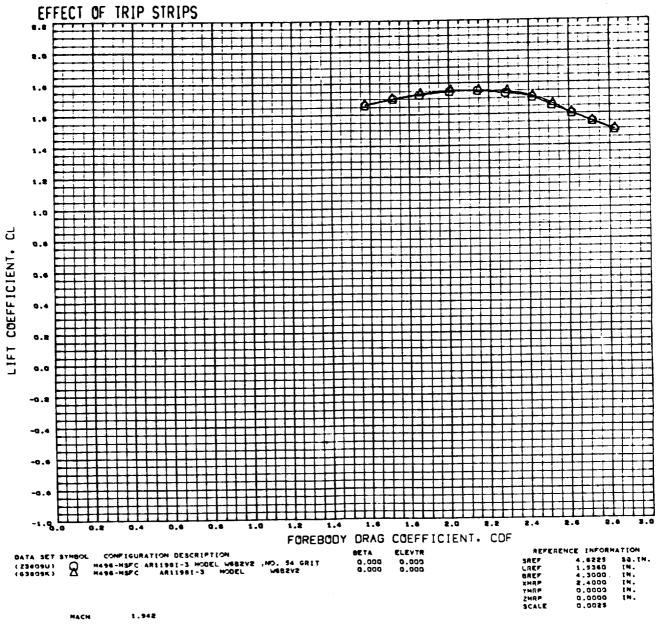




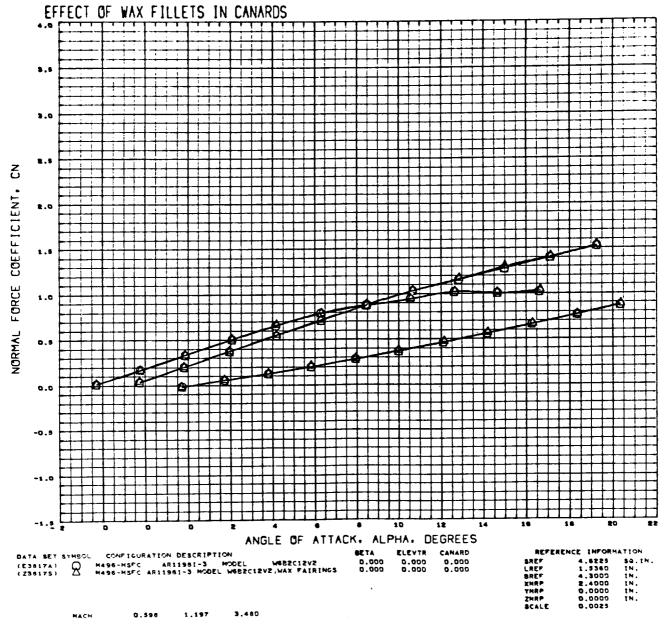


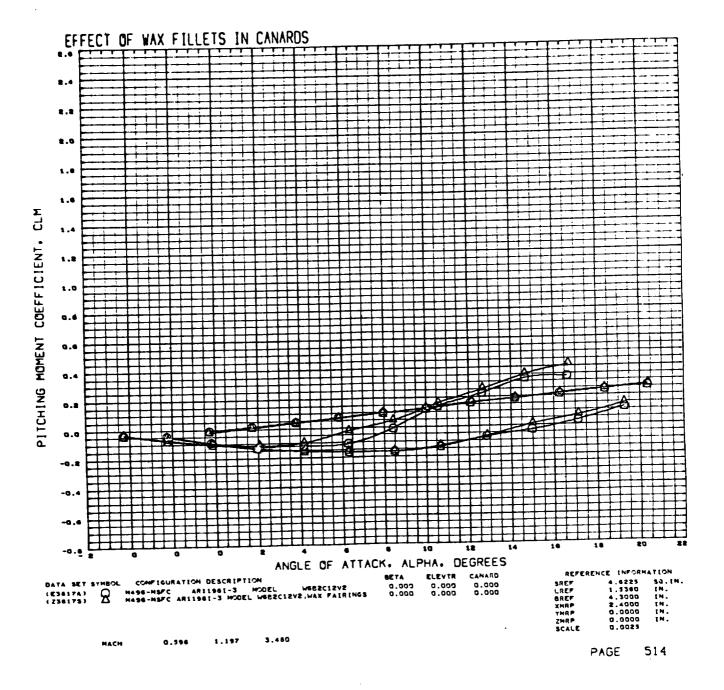


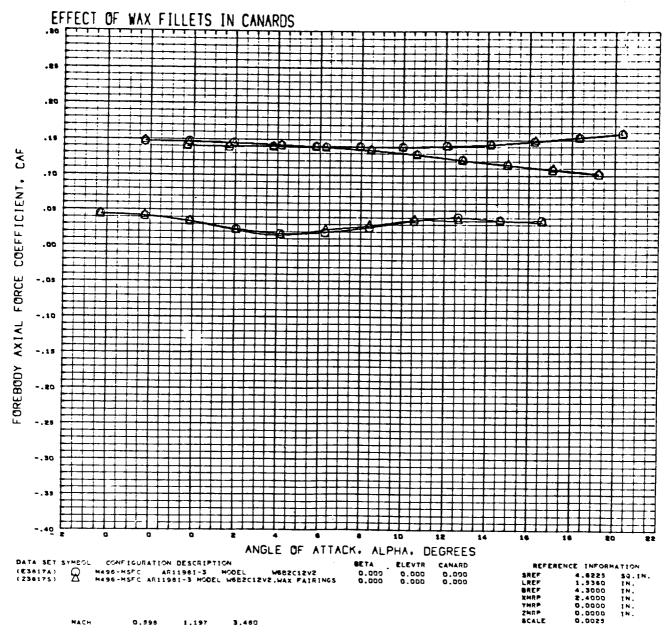




Ĺ

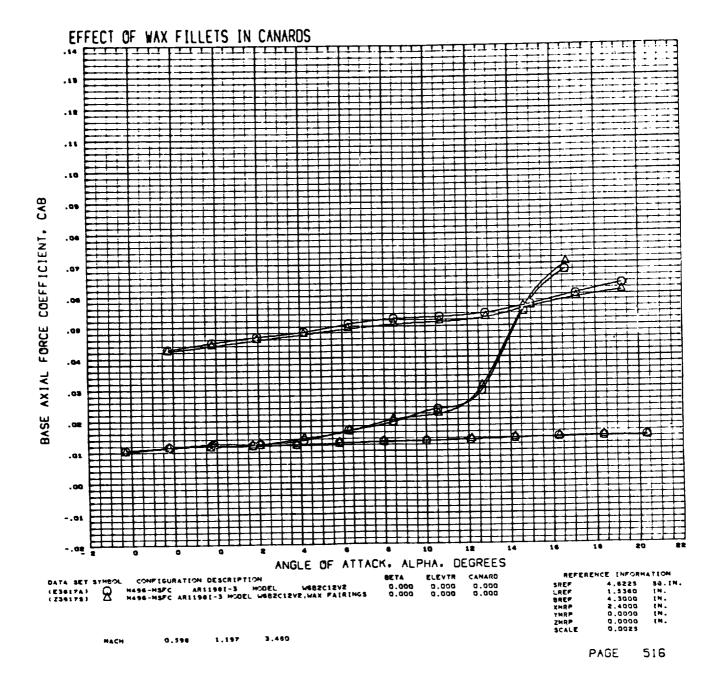




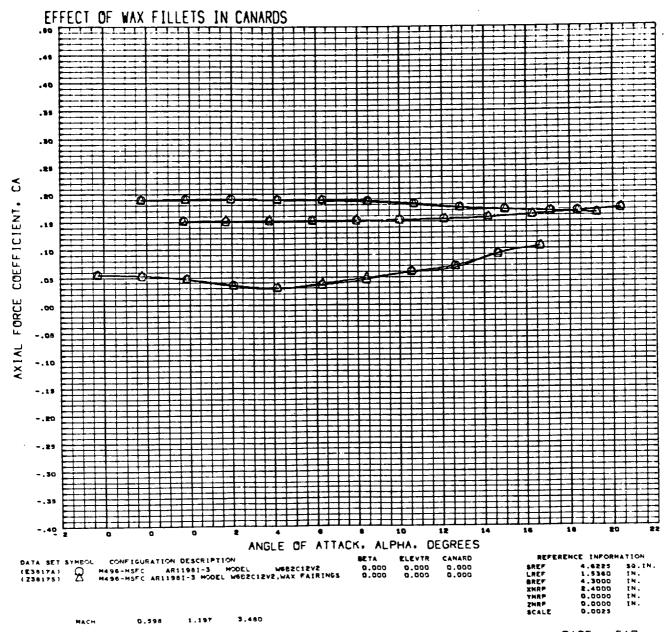


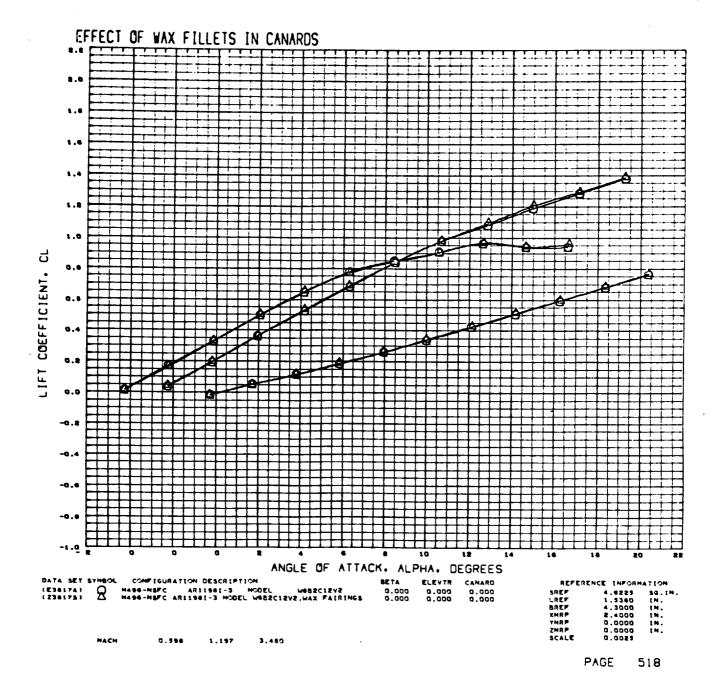
(

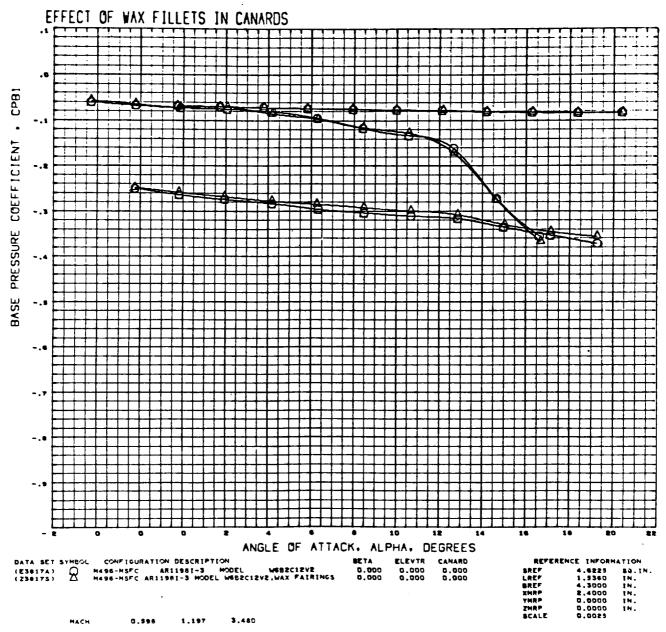
PAGE 515



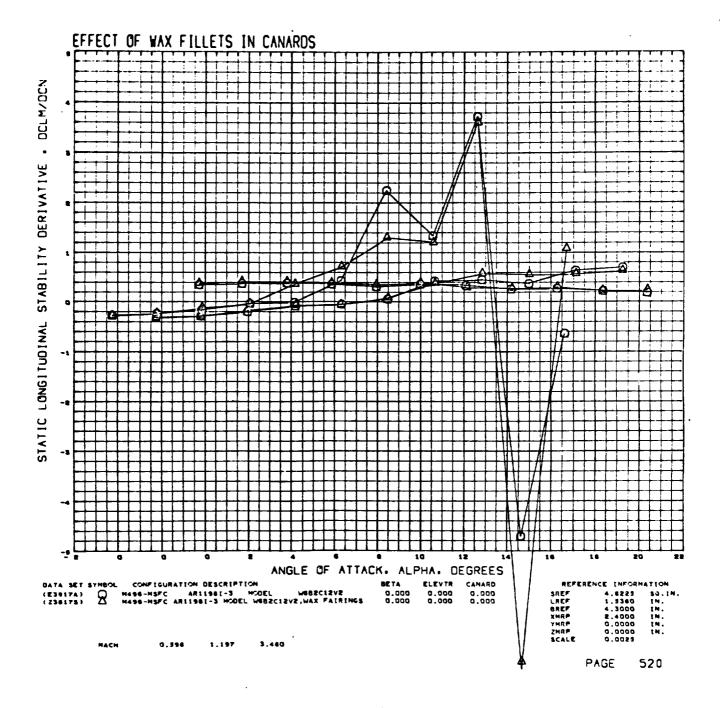
)

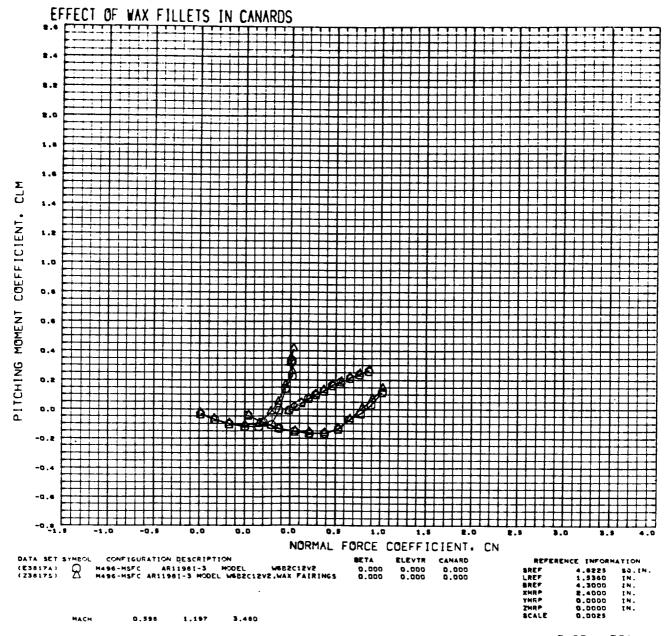


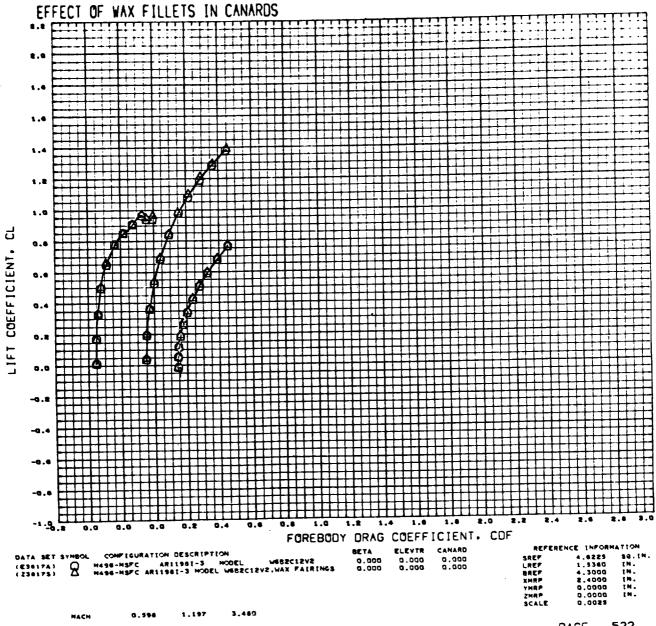


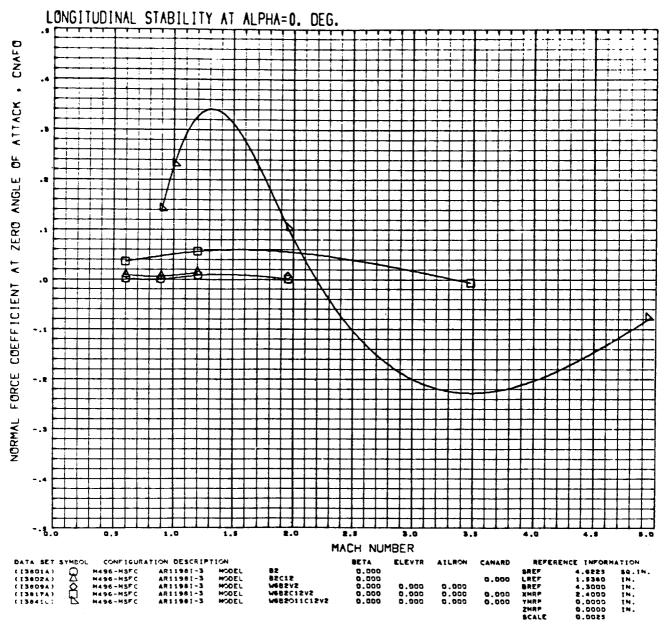


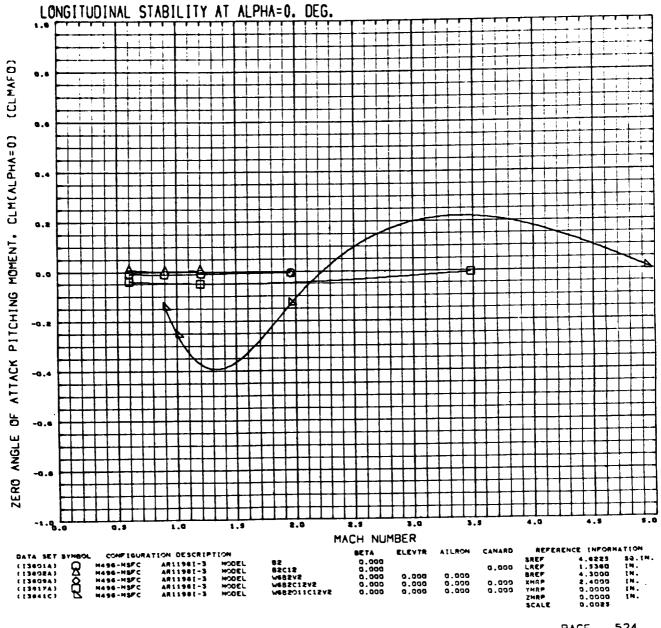
PAGE 519

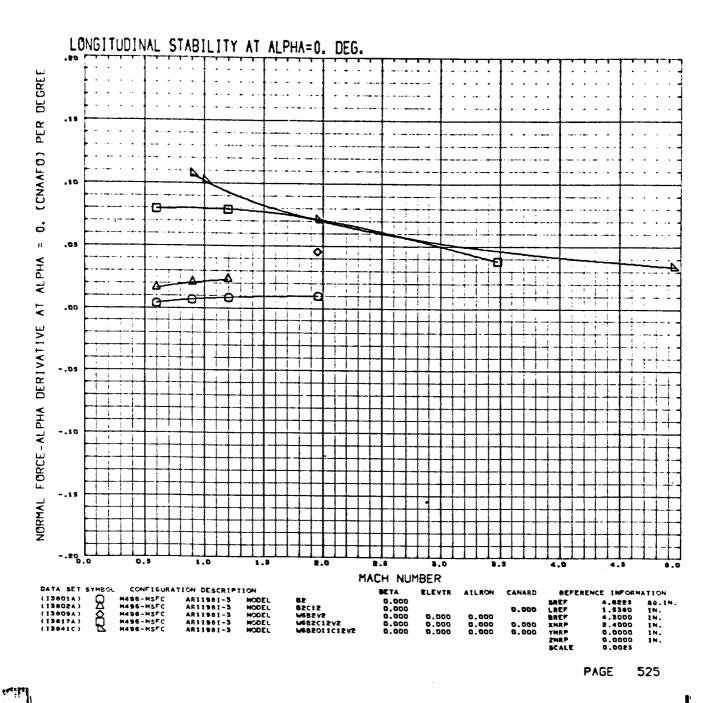


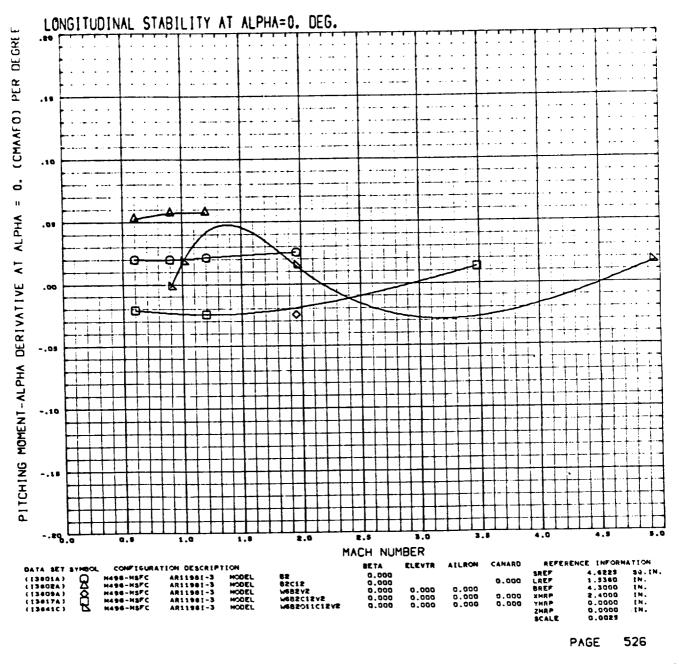


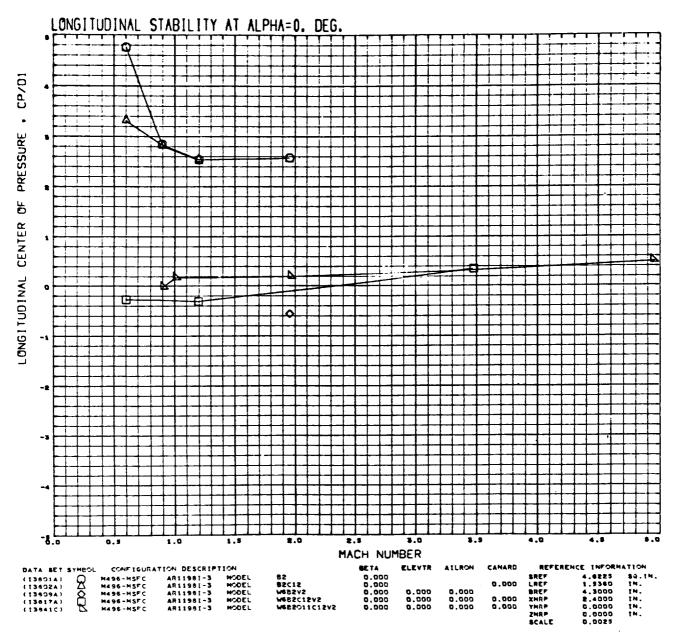




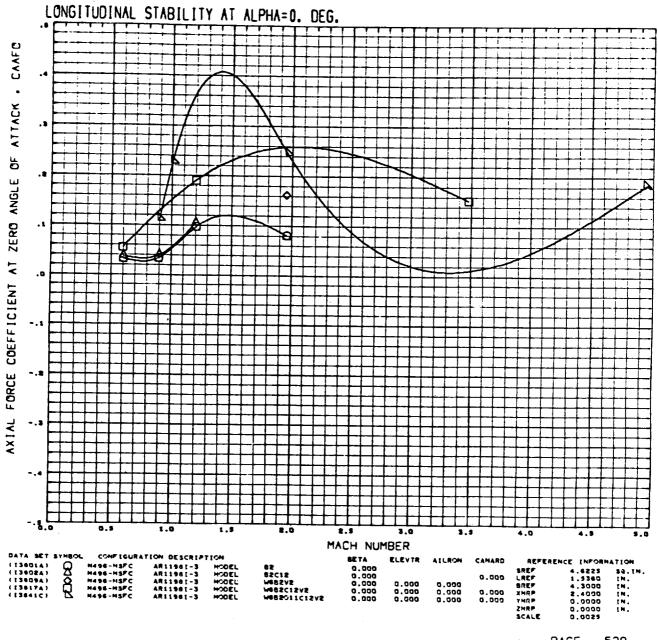




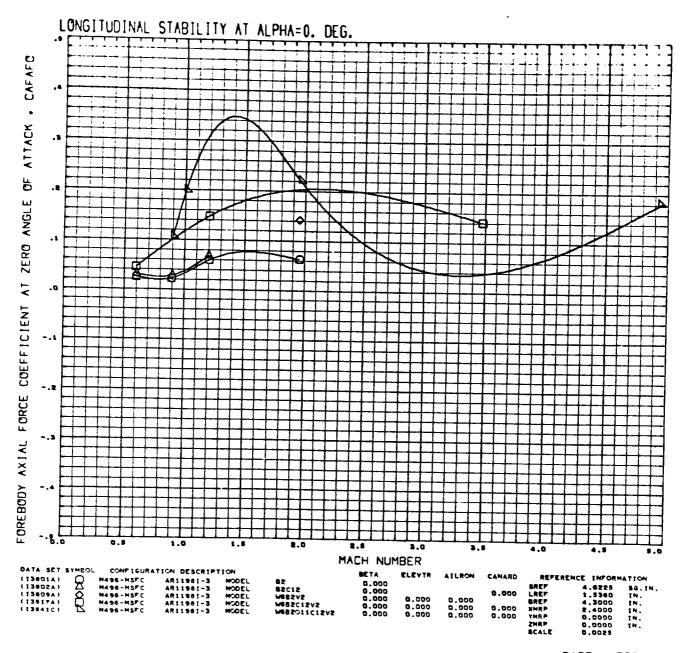




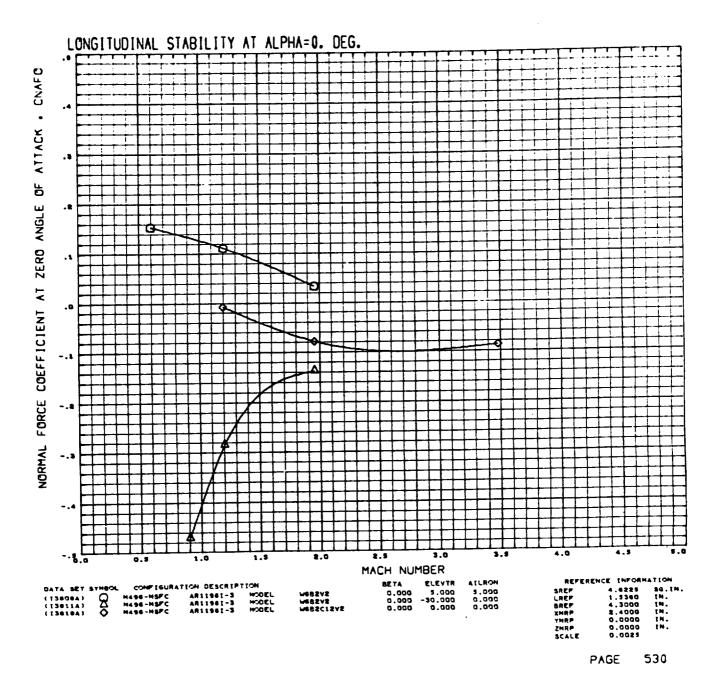
}



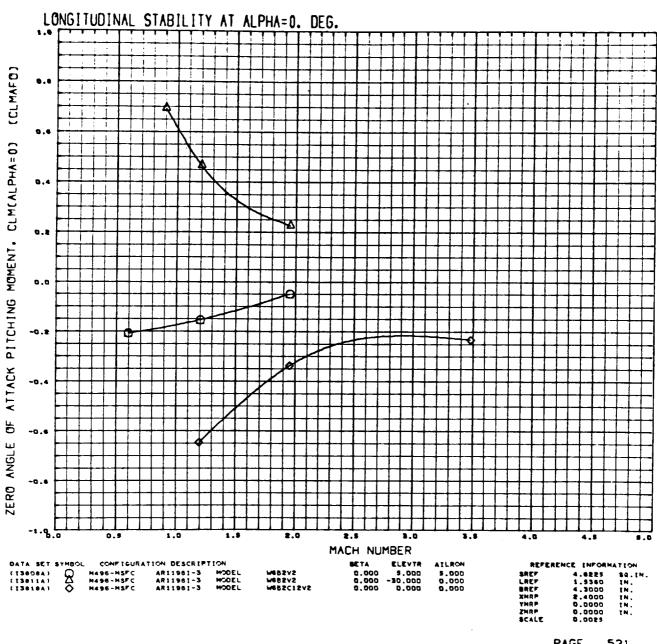
l

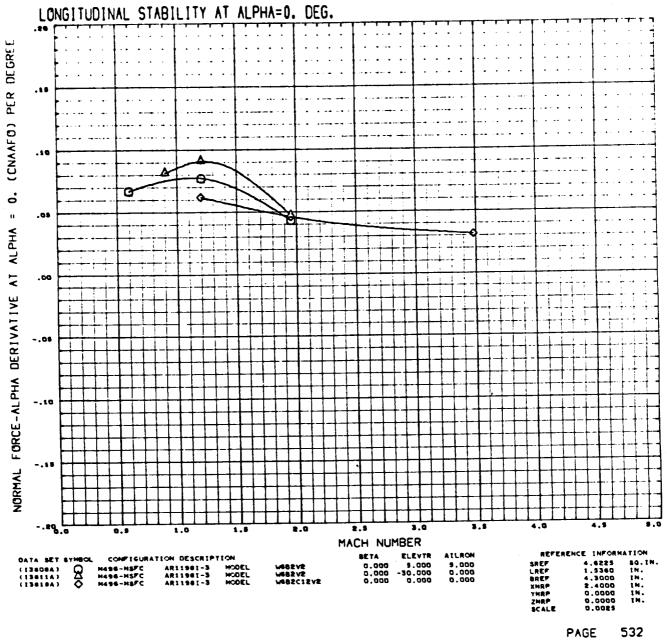


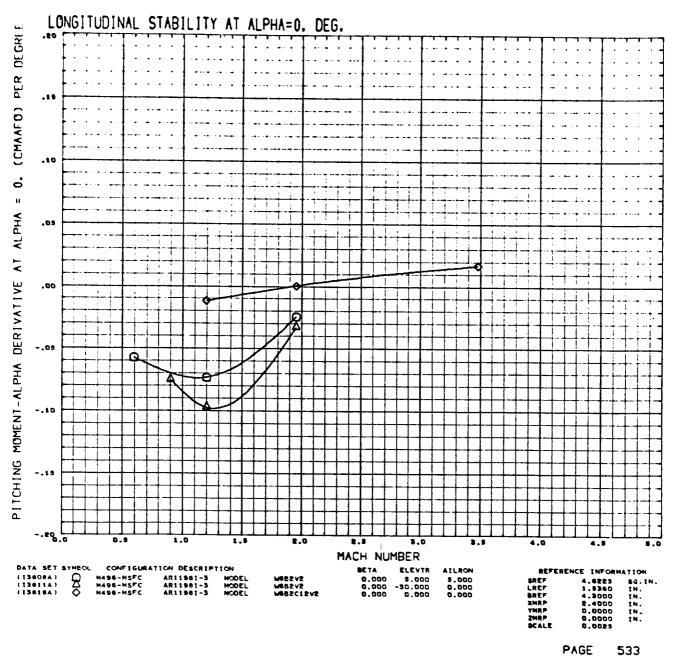
PAGE 529

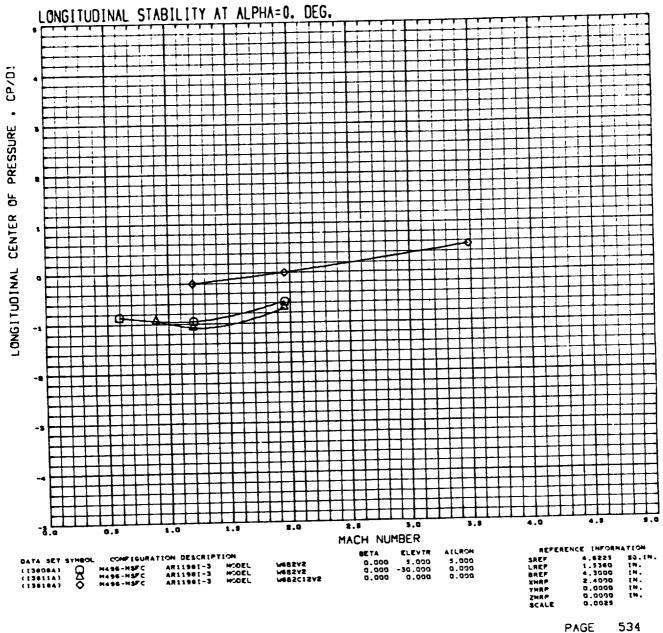


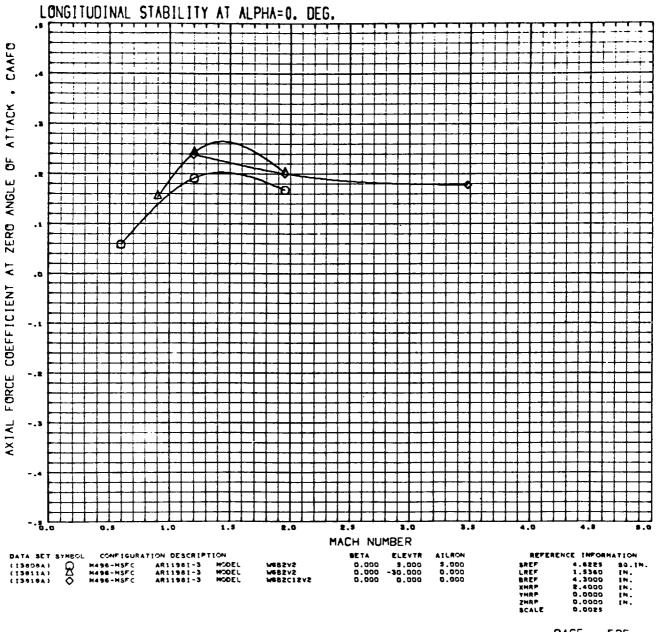


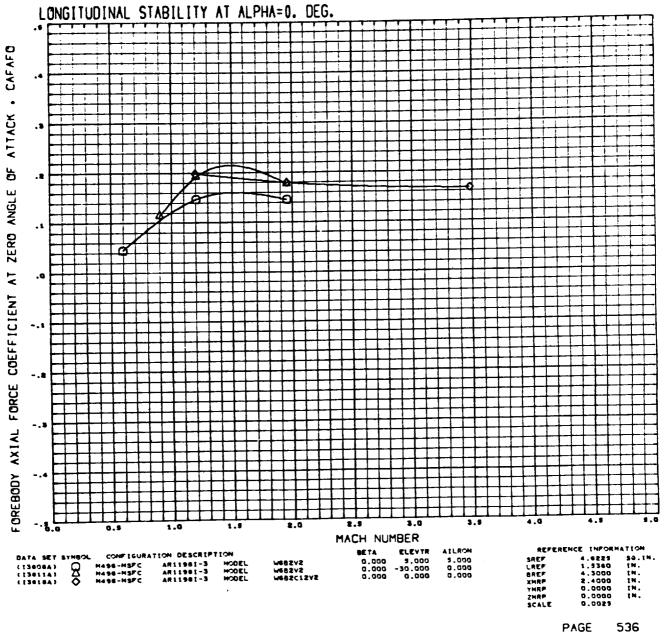


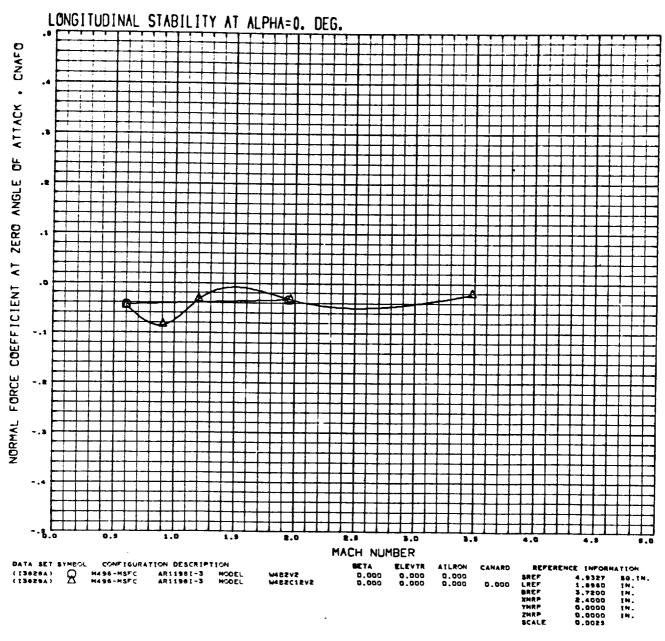


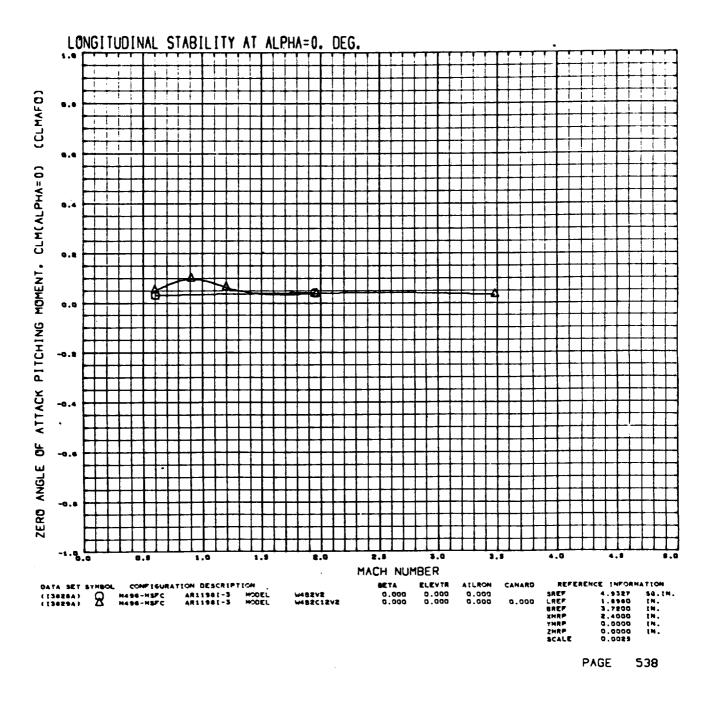


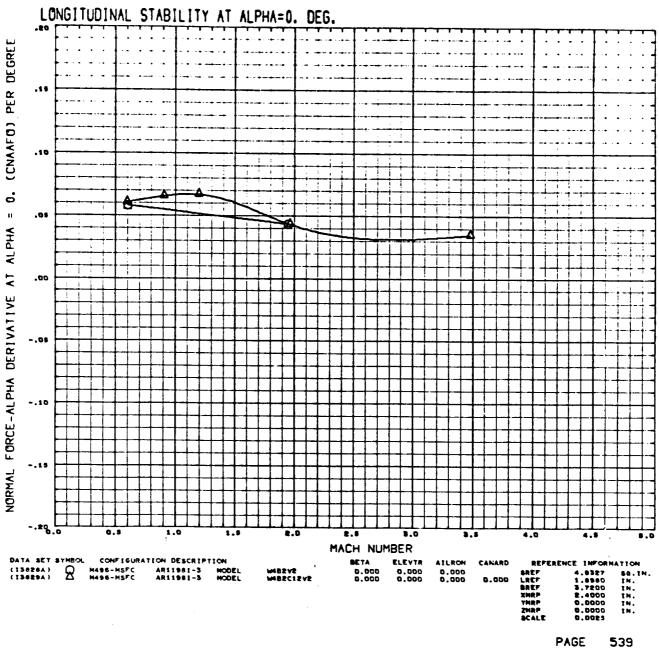


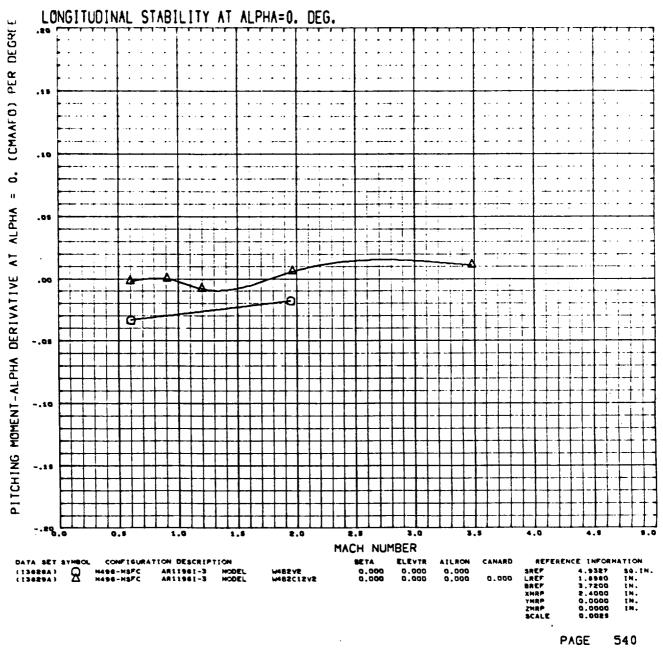




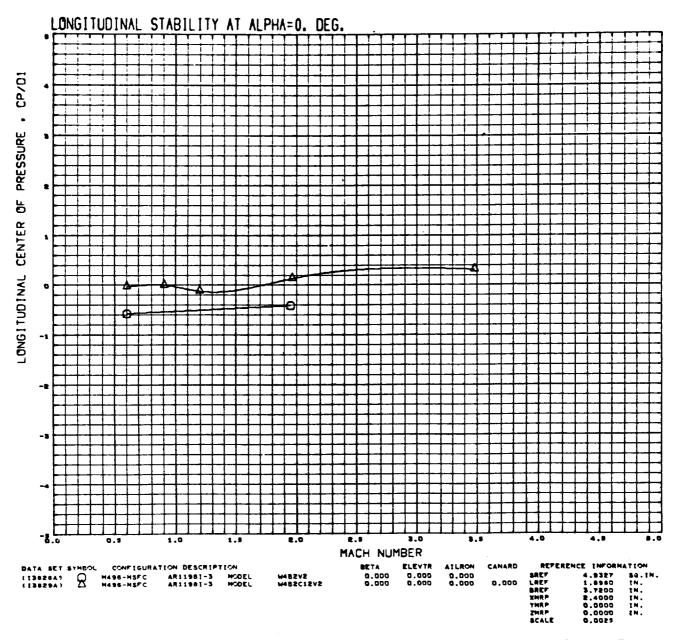


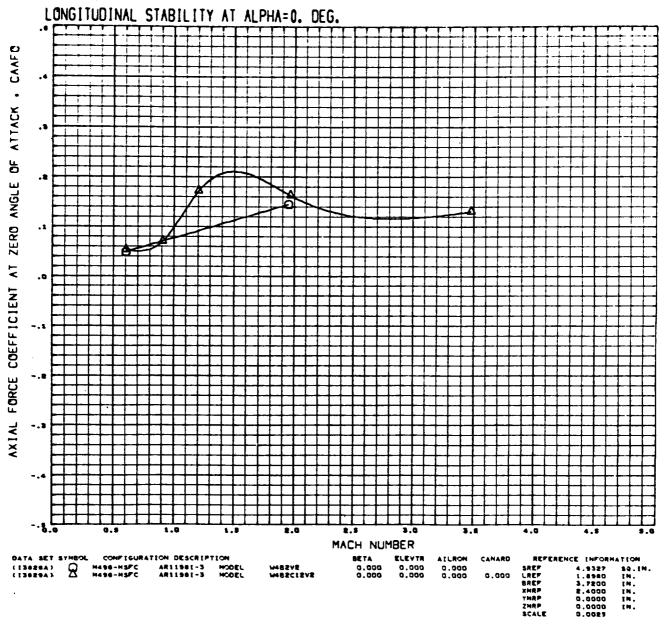




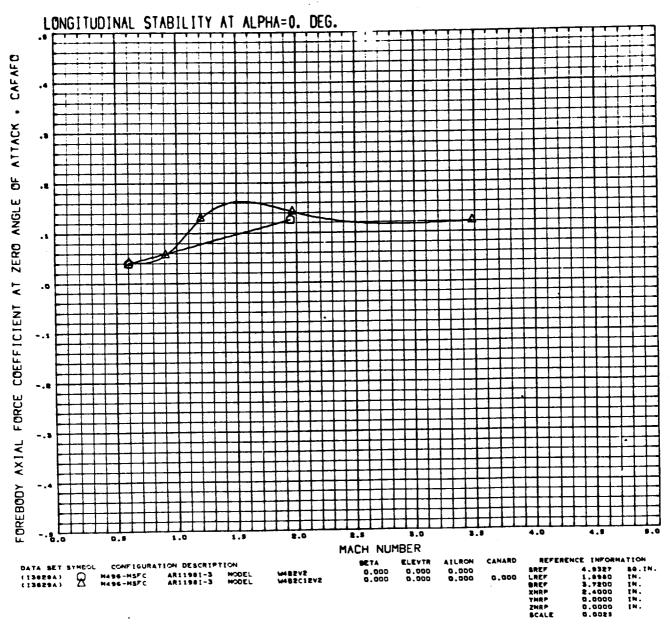


المسا

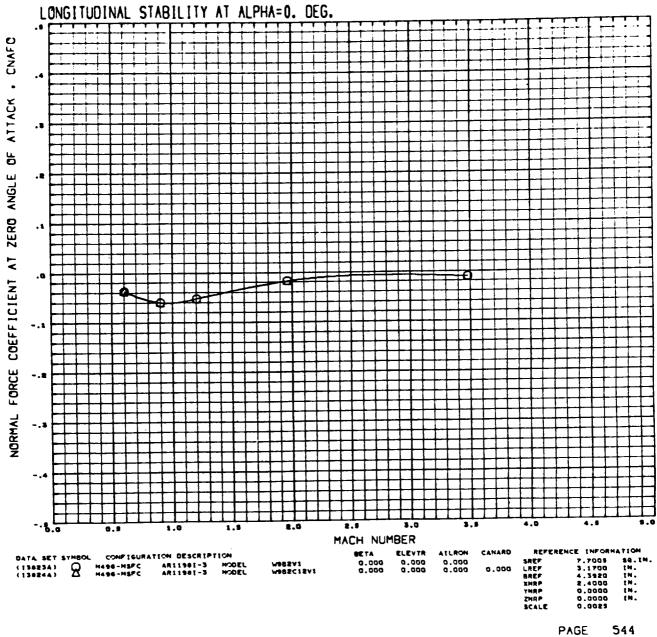


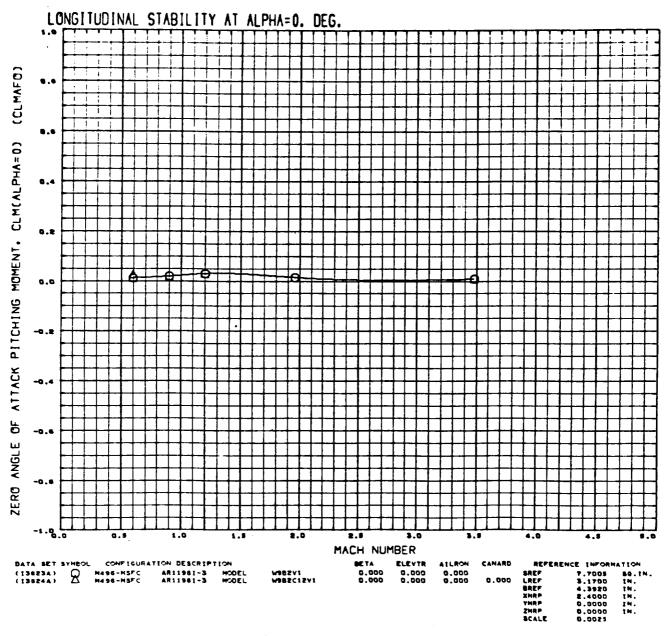


(

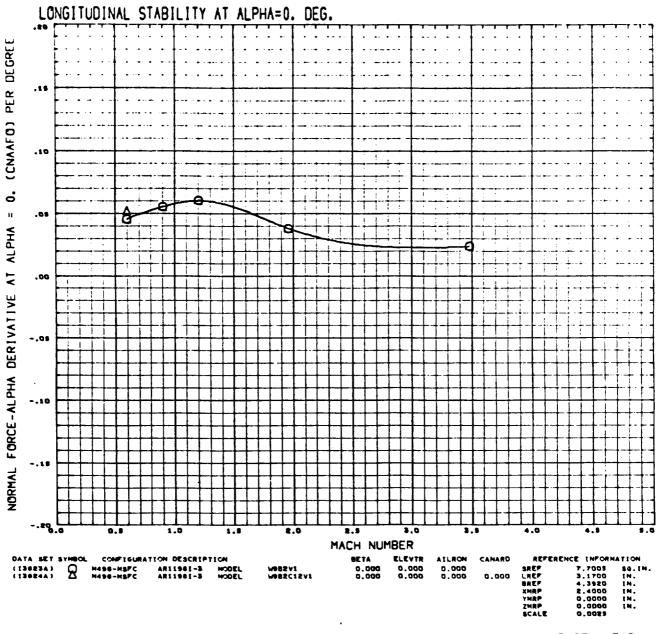


}

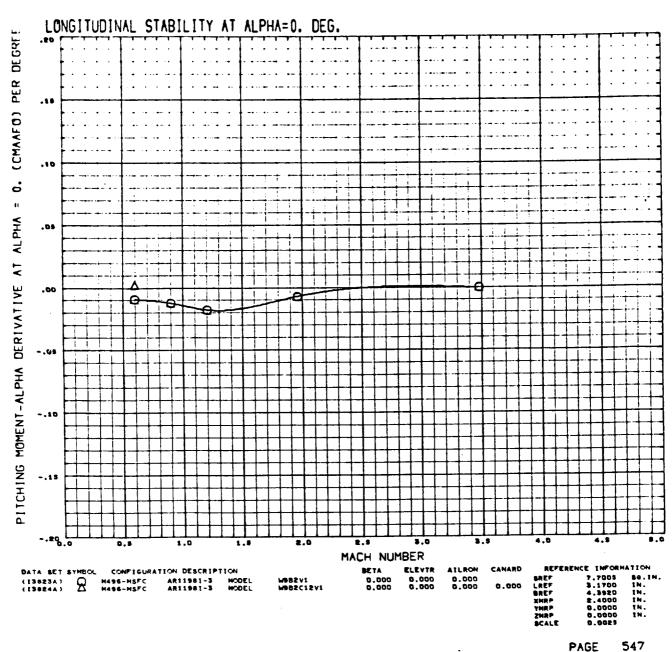


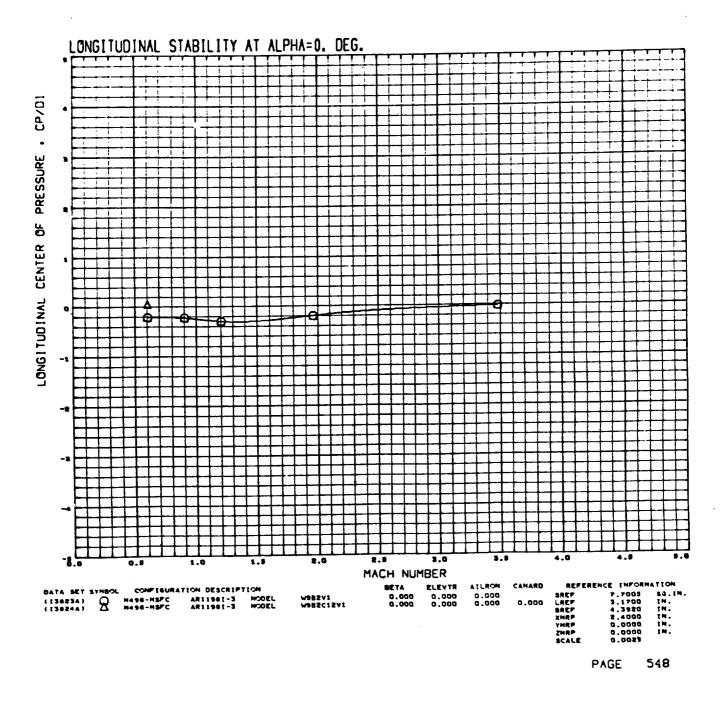


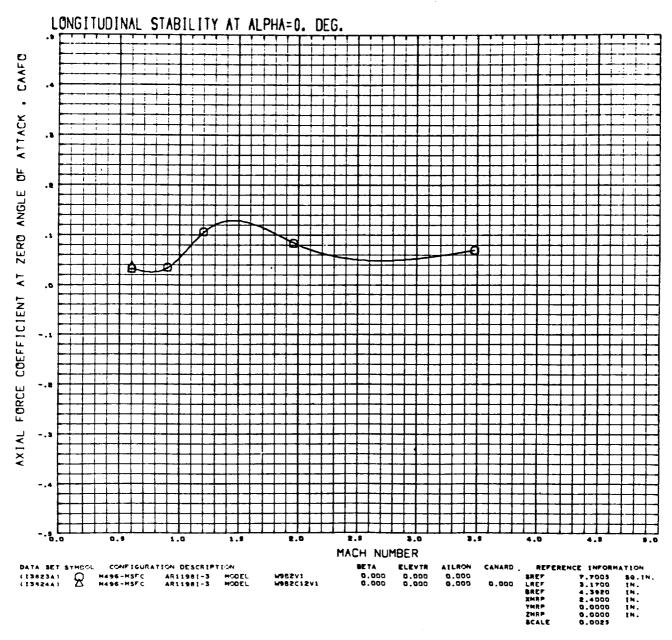
(



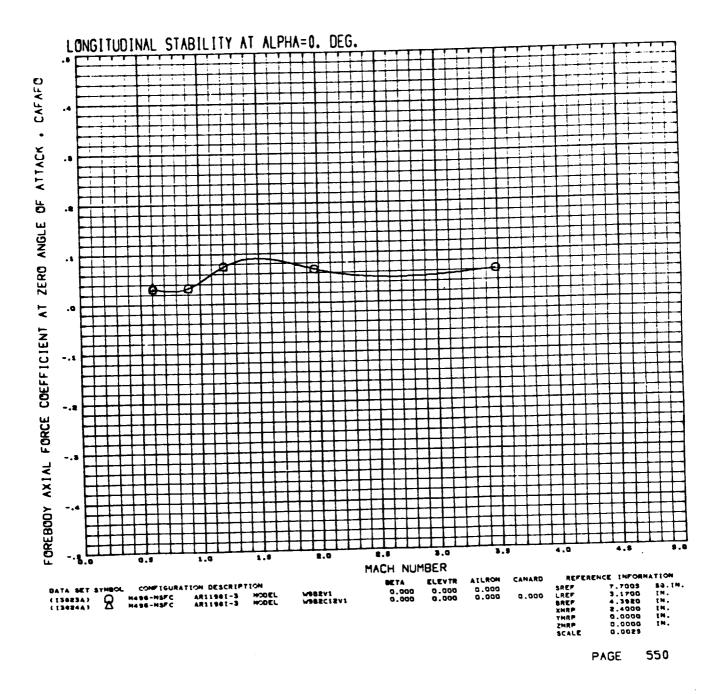
1

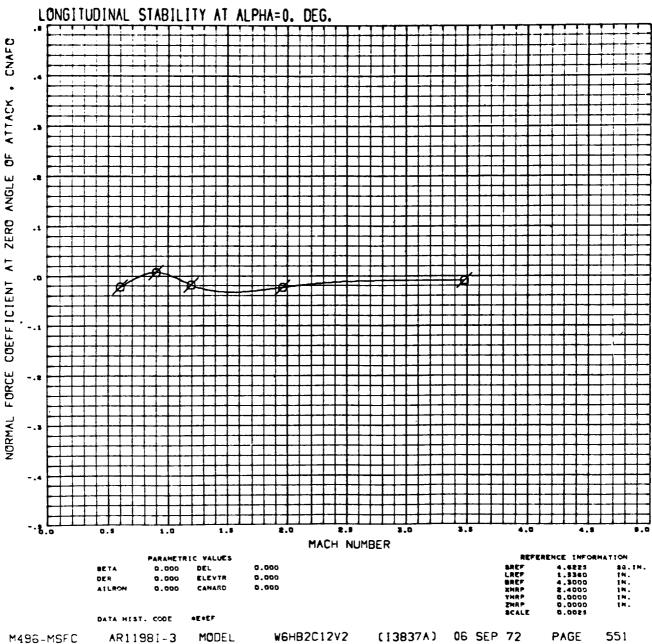




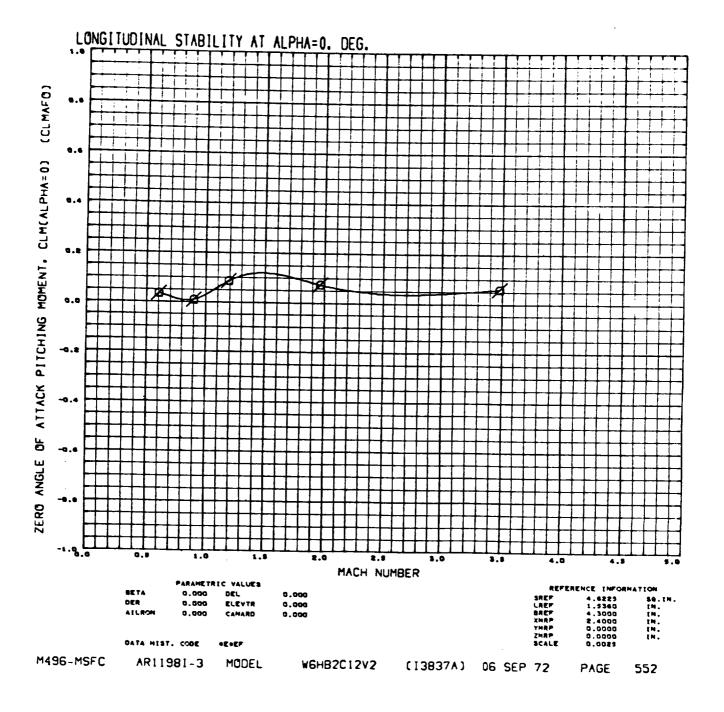


1

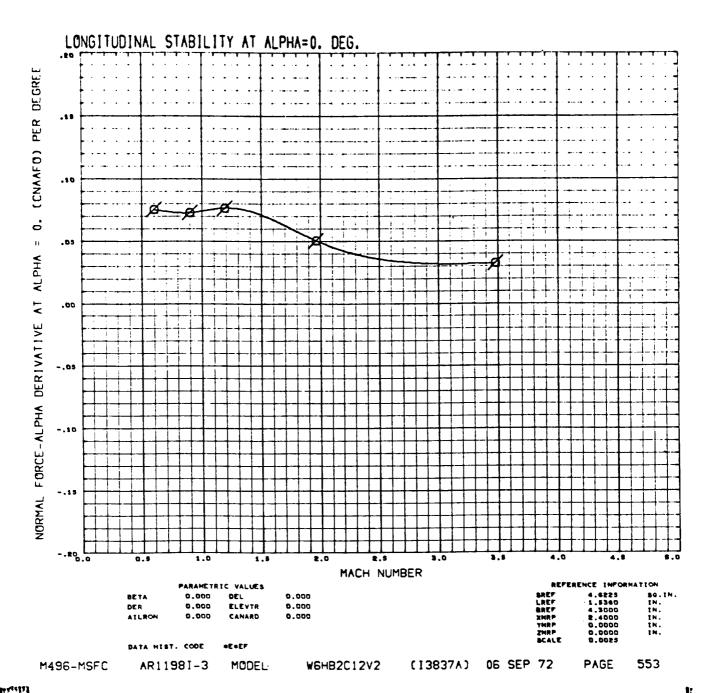




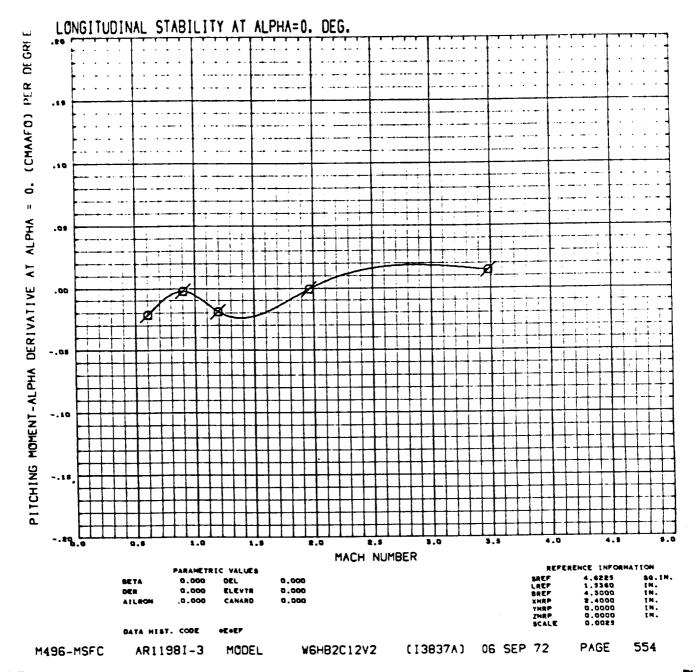
M496-MSFC



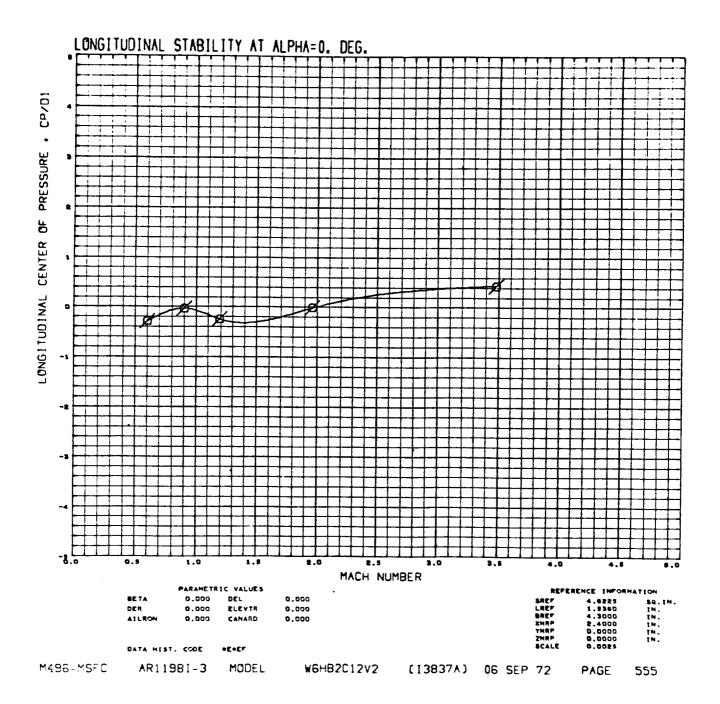
{

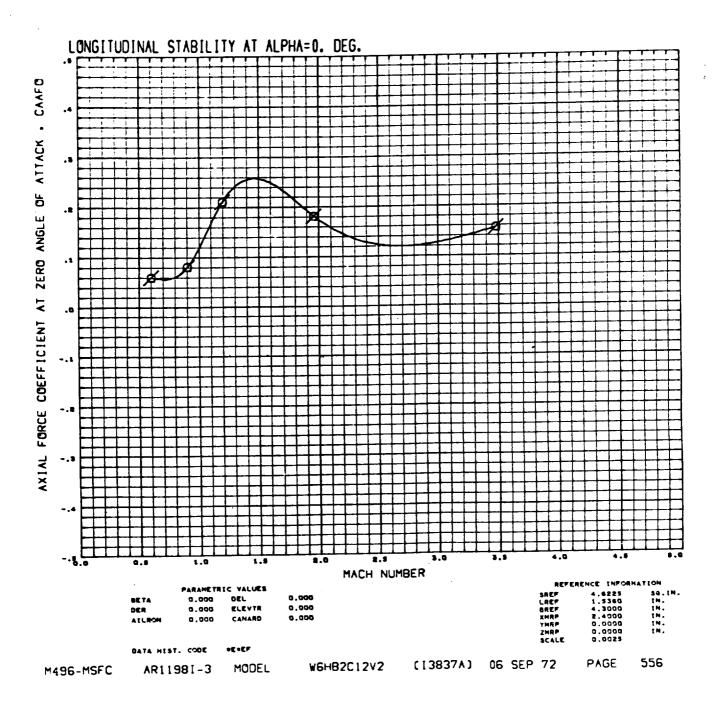


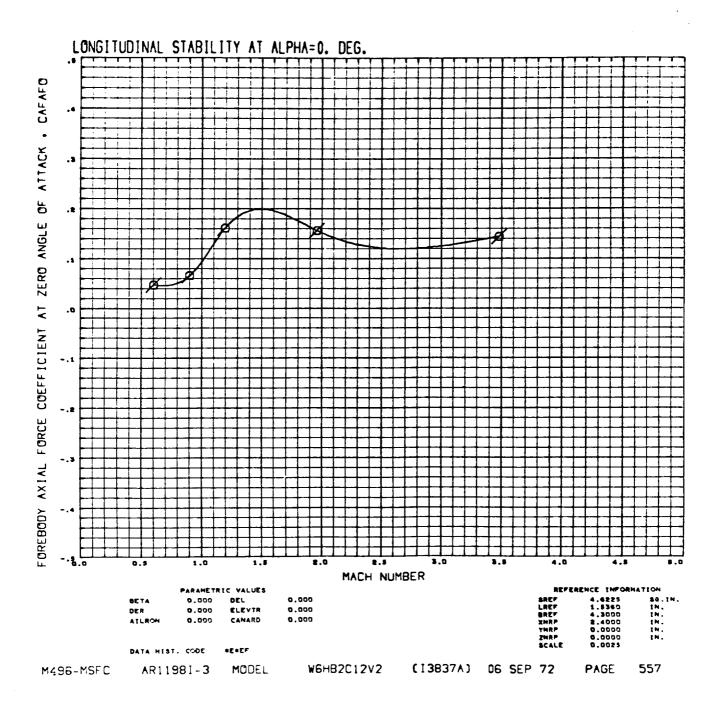
ľ



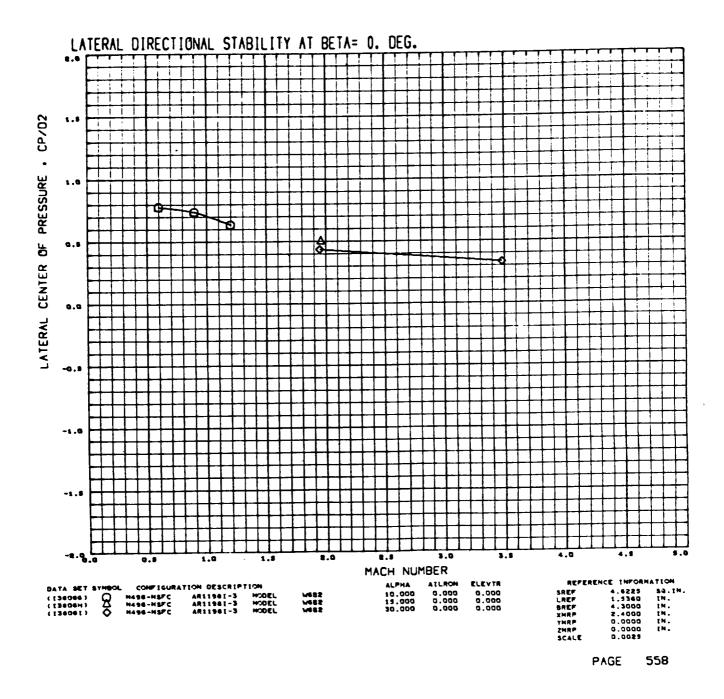
F



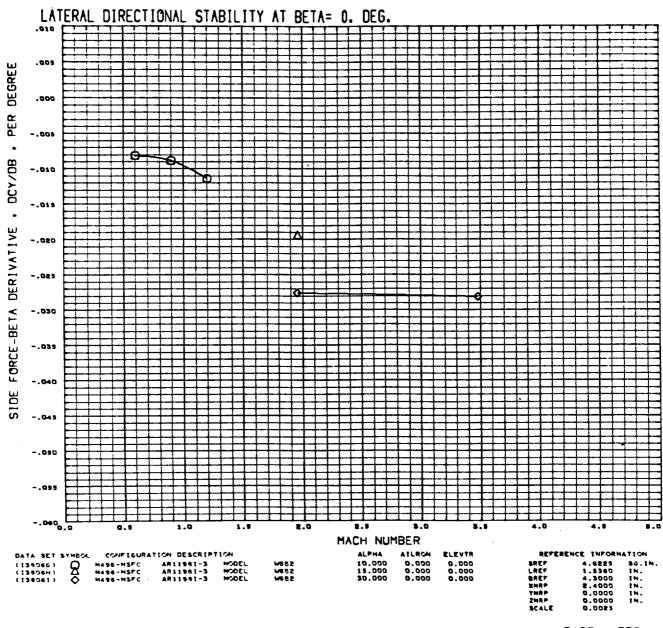


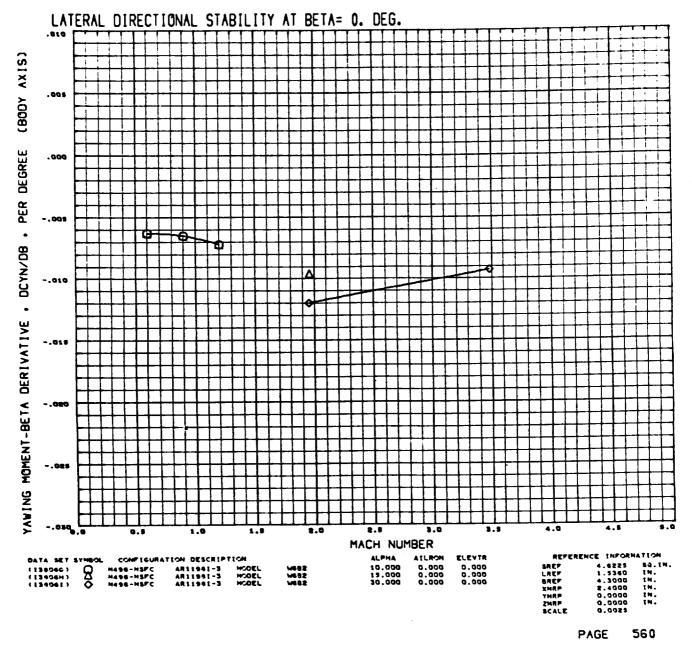


(



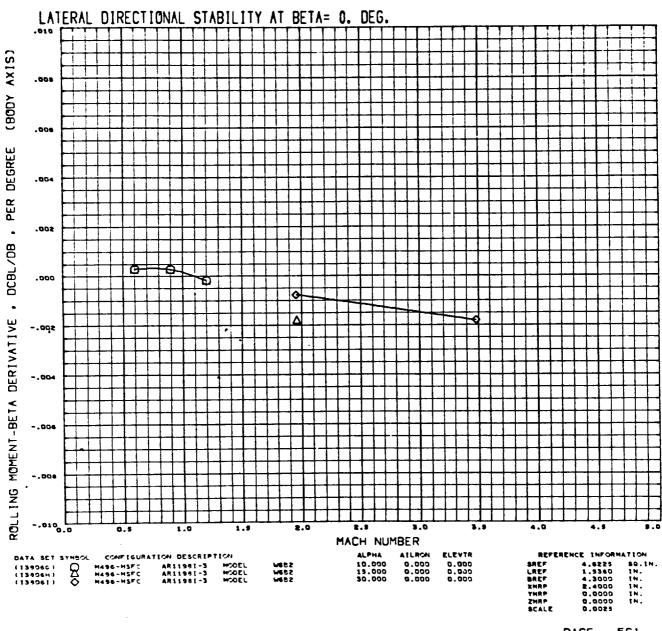
(





Bice.

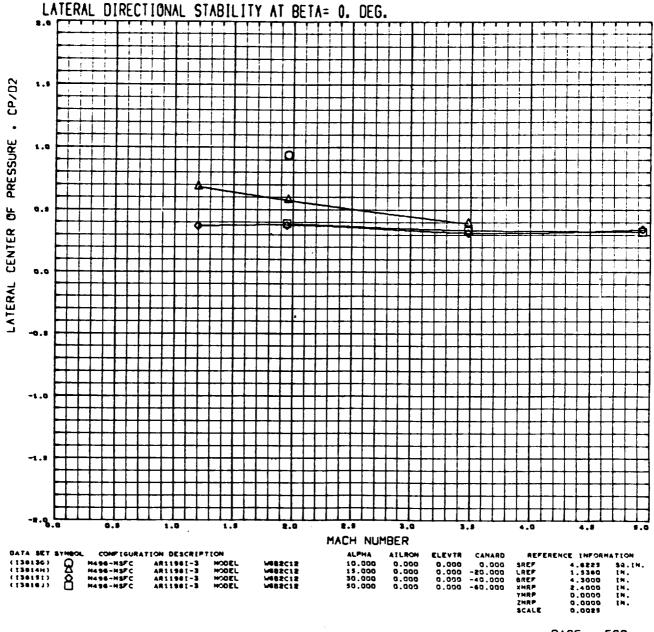
: 143



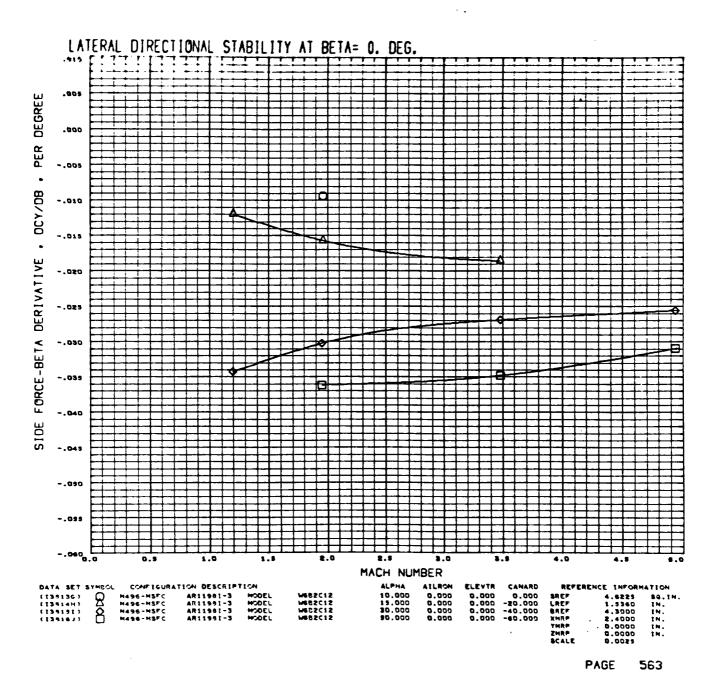
'n

PAGE 561

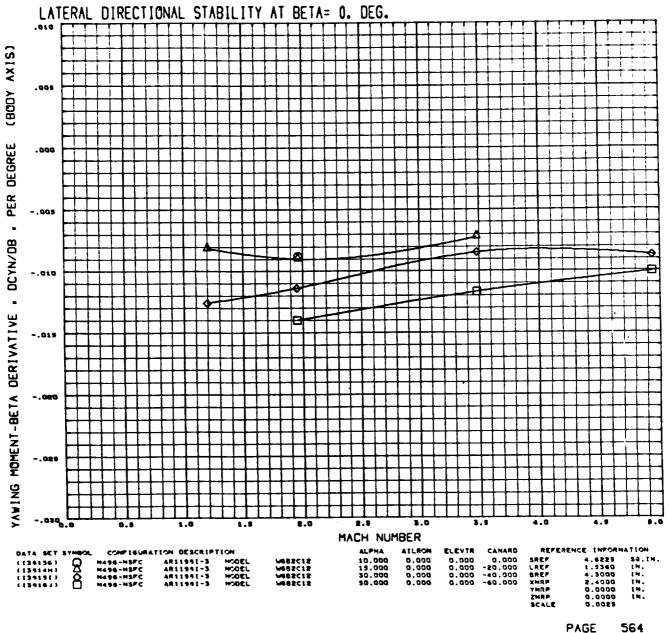
BITIE

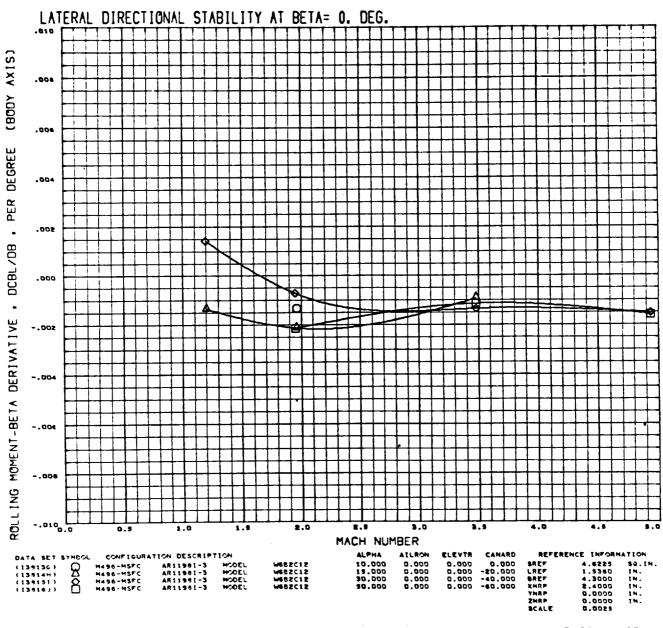


į



.. }

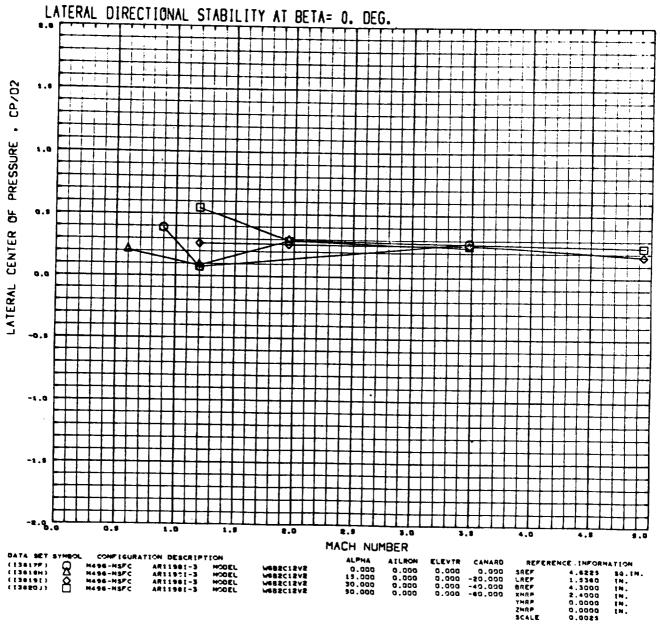


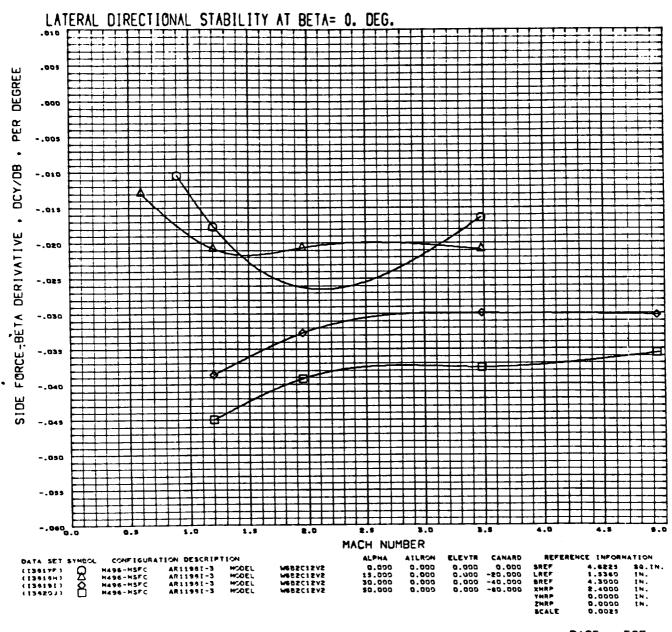


..1

PAGE 565

•

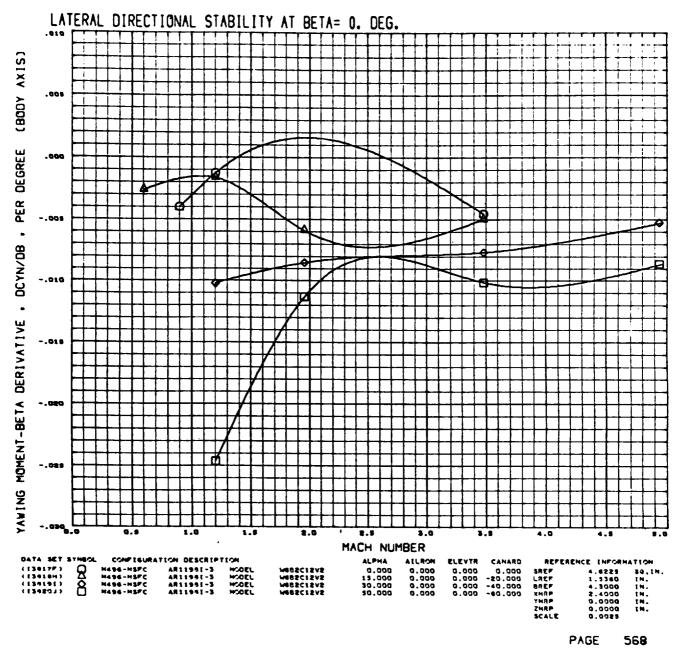




(

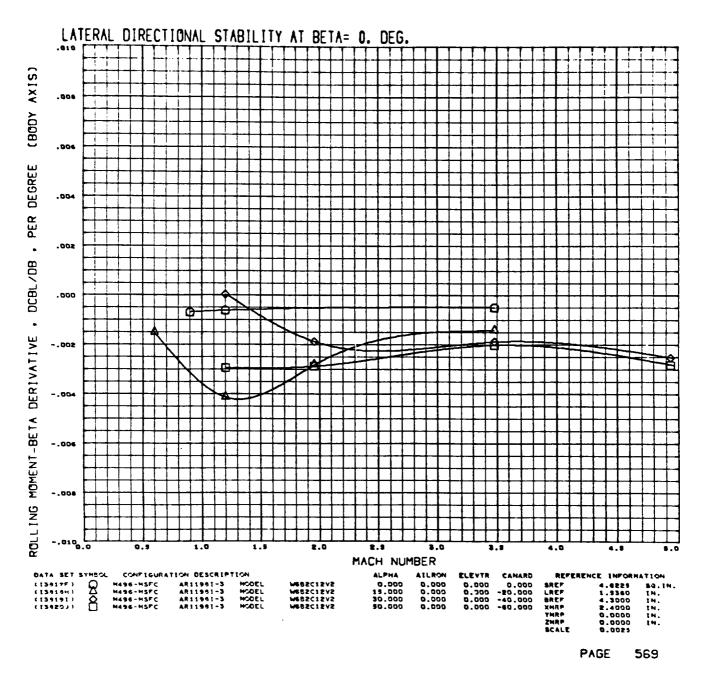
PAGE 567

Befi'



Ba4:c.

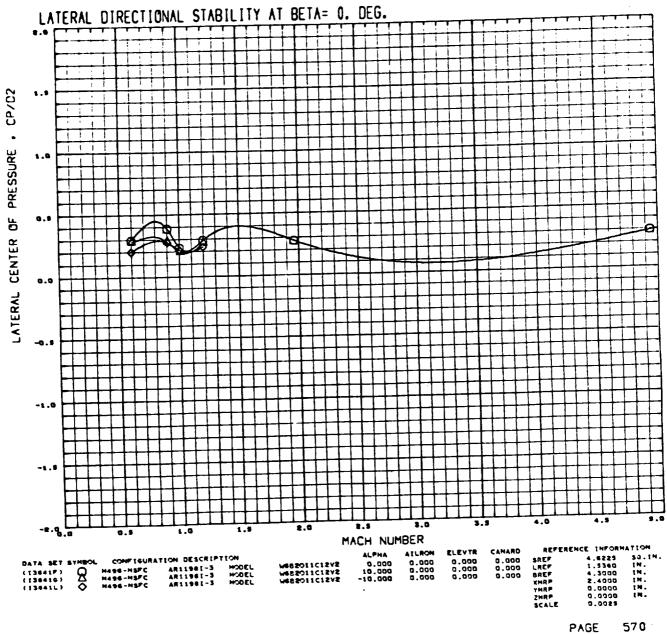
Ħ

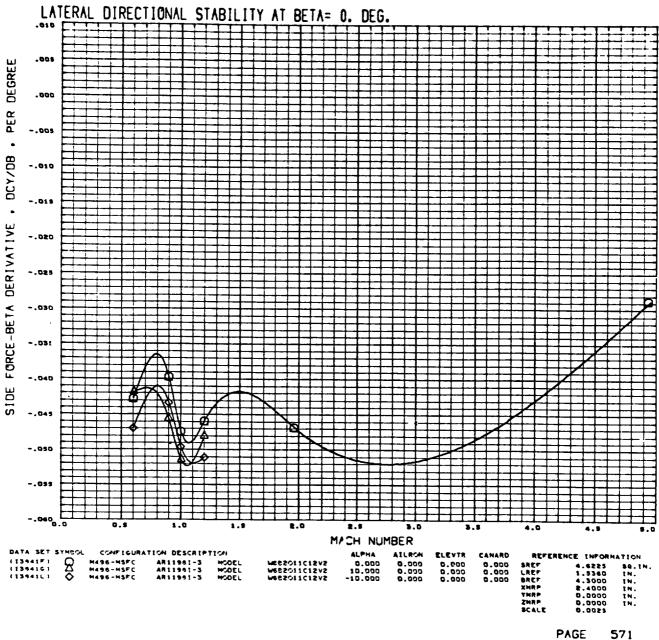


ij

**p**- •

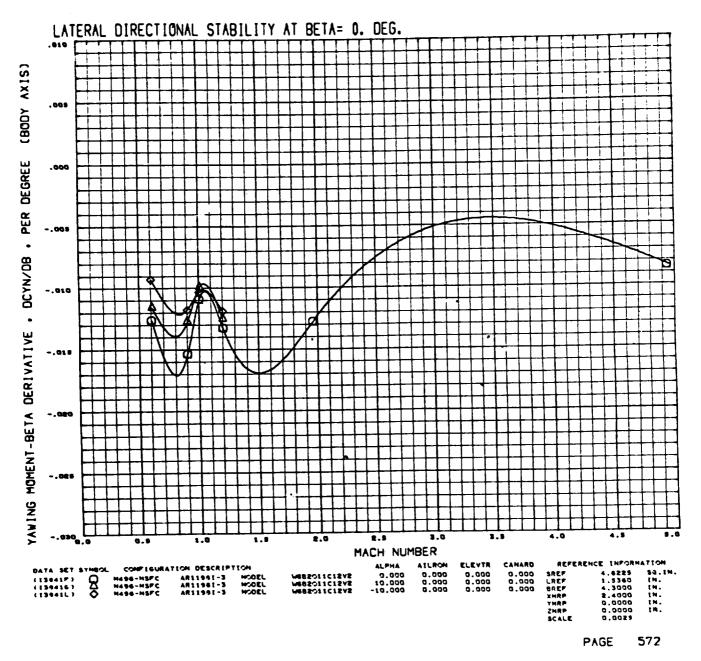
)





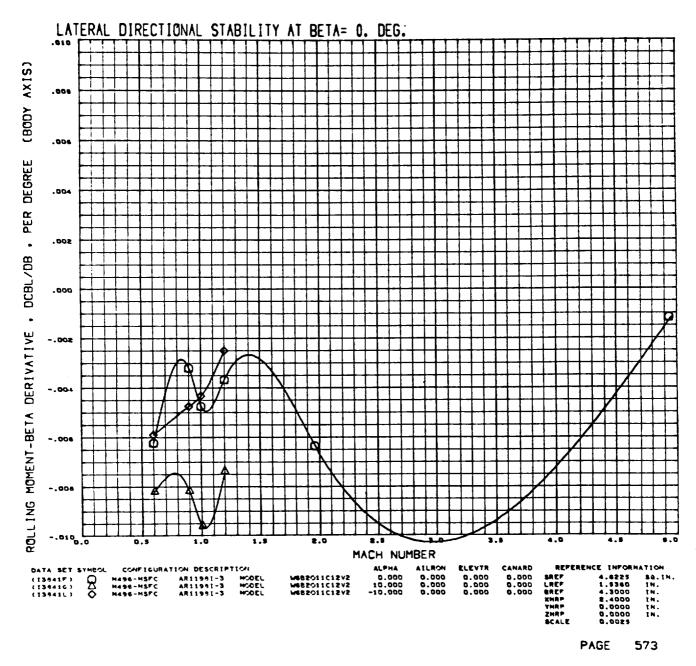
\*\*1

5,1

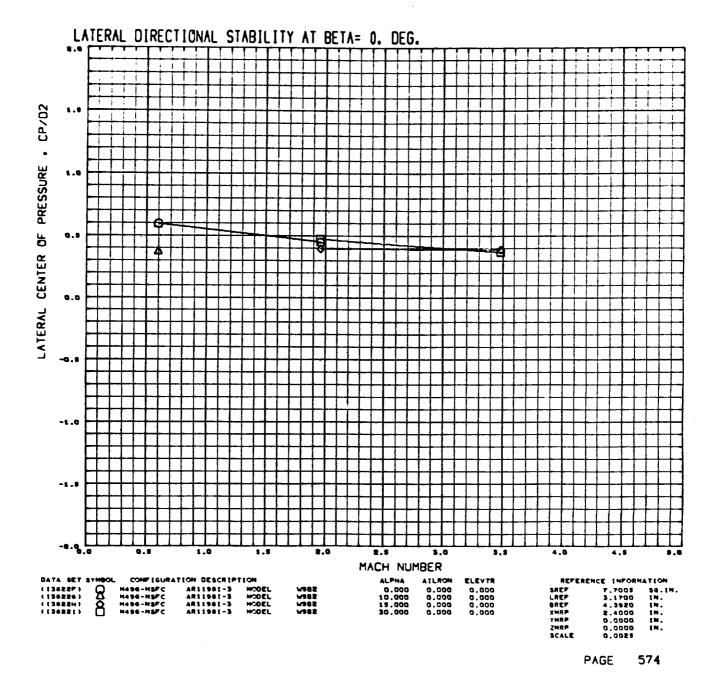


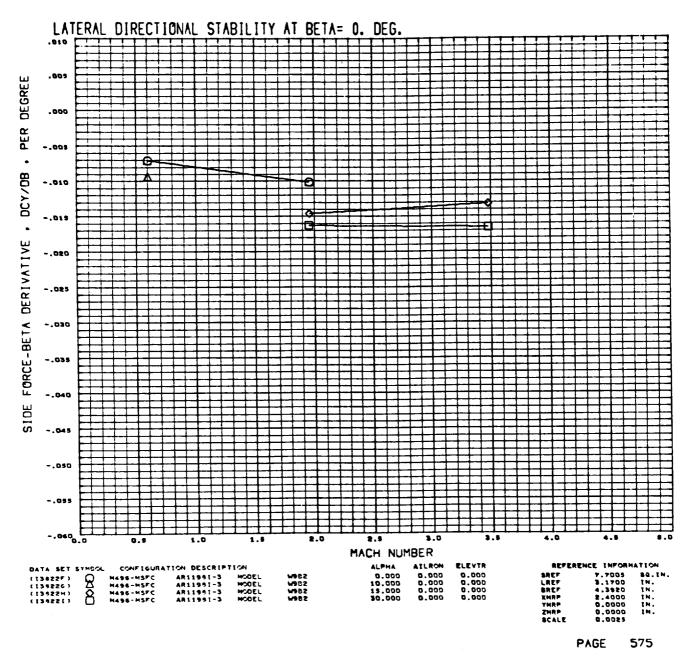
11

Be4: (\$1

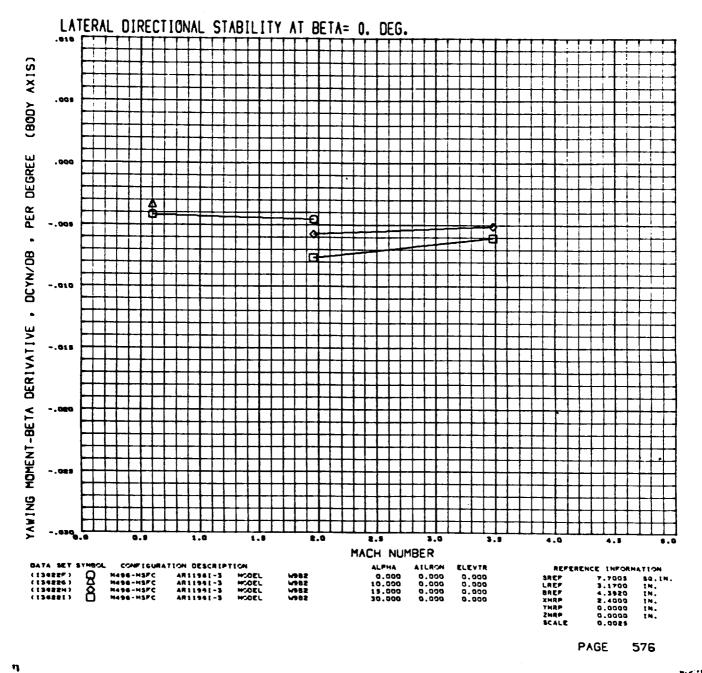


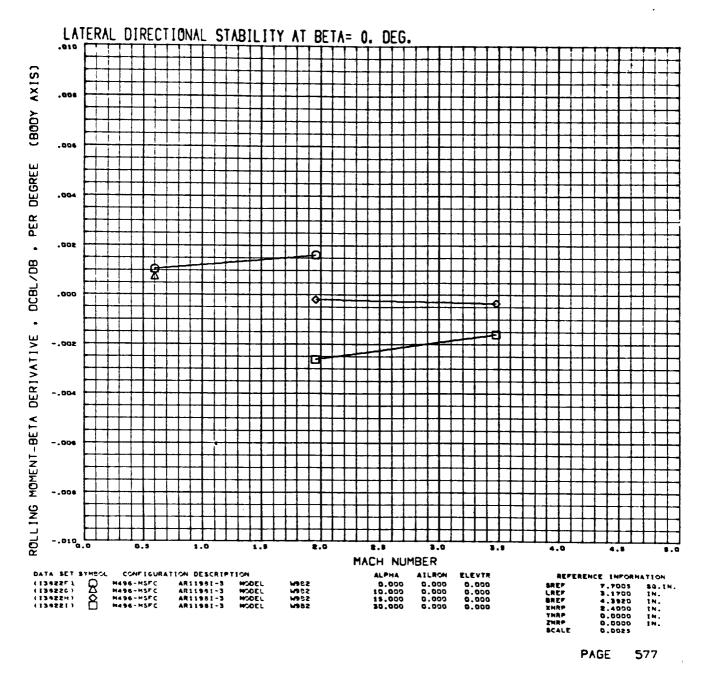
Boris



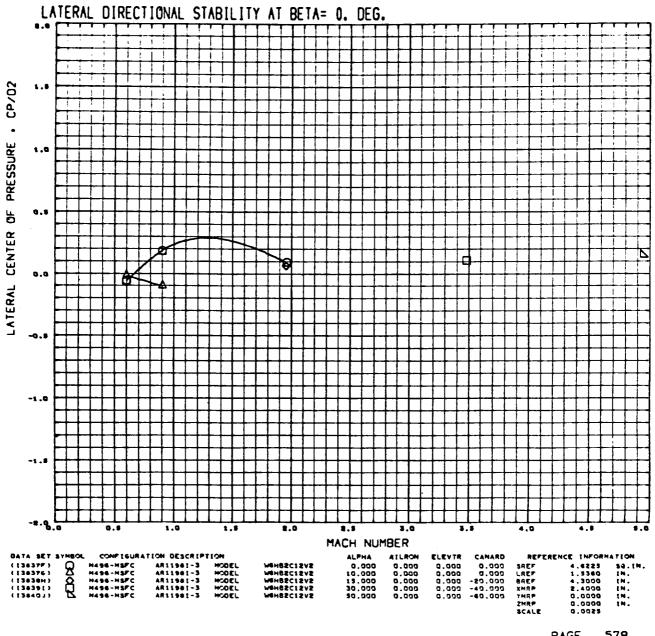


Beritt

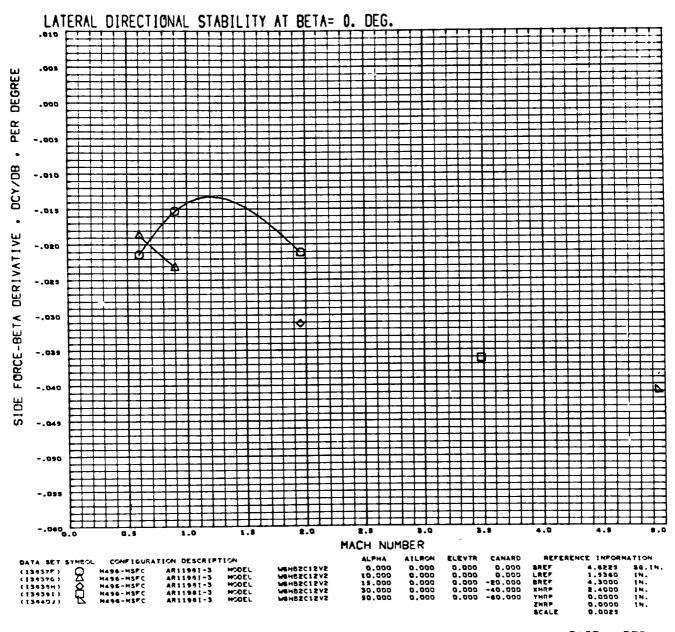




posit:



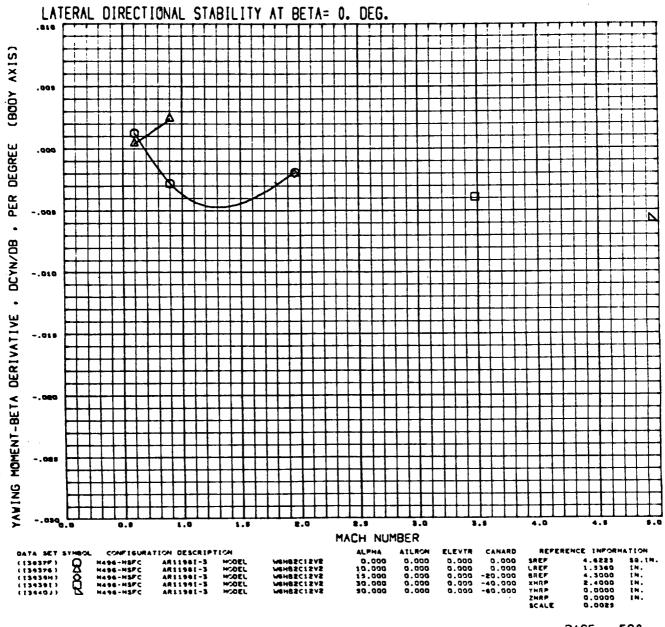
C



73

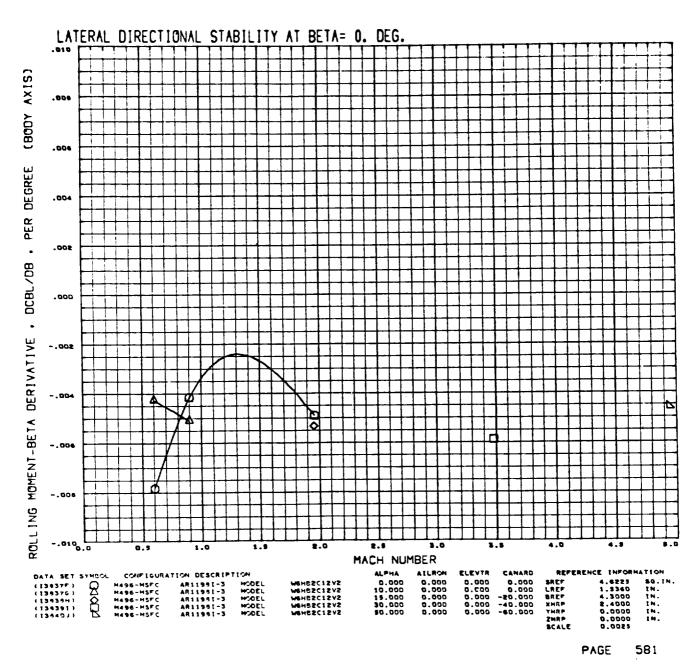
PAGE 579

.



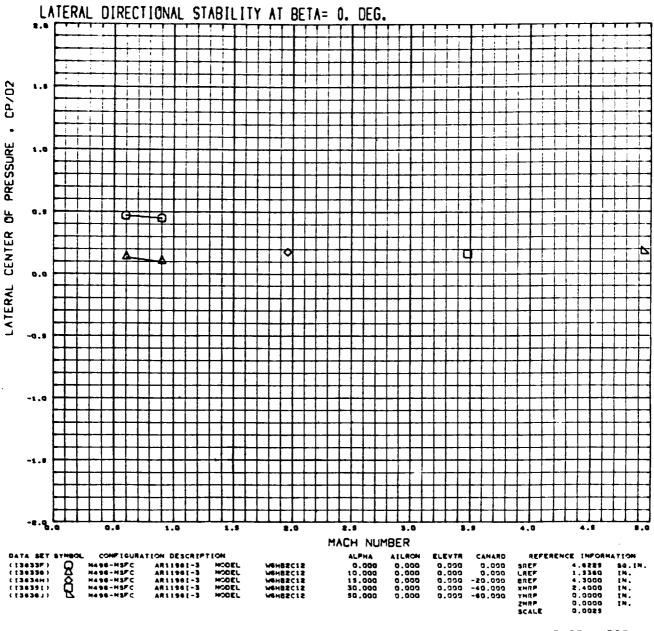
ŧŊ

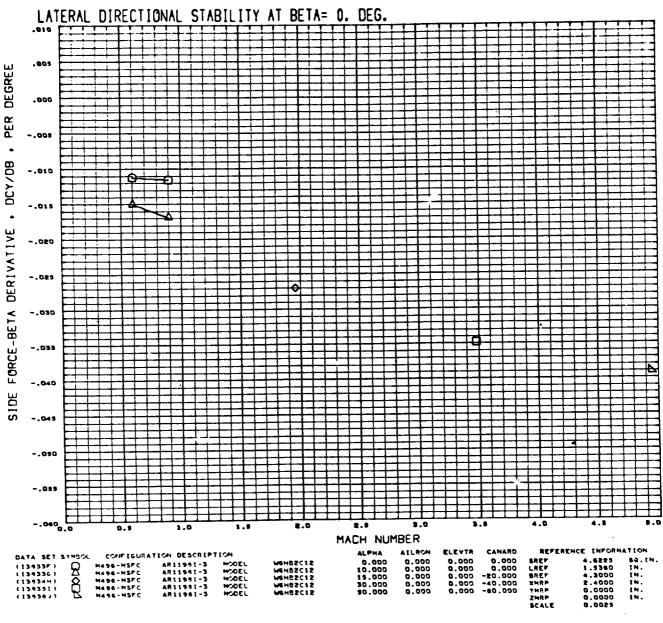
Prei

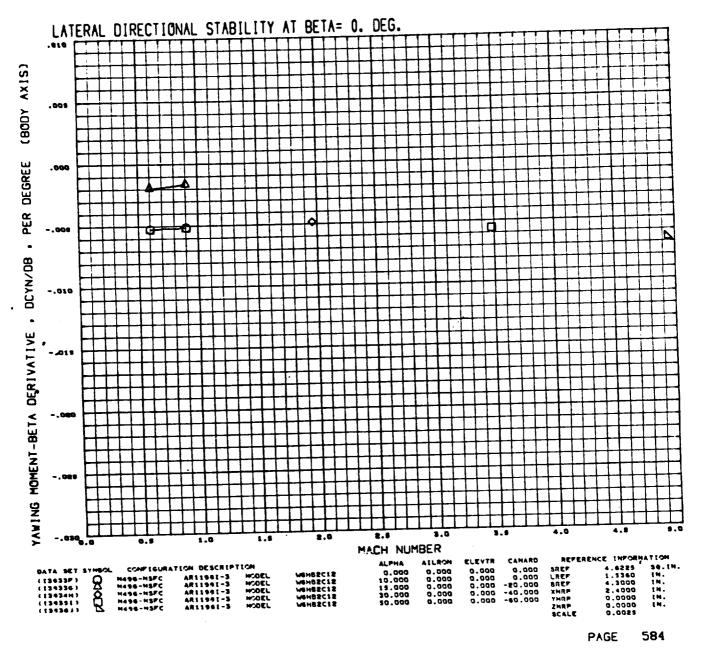


.117

Beff!

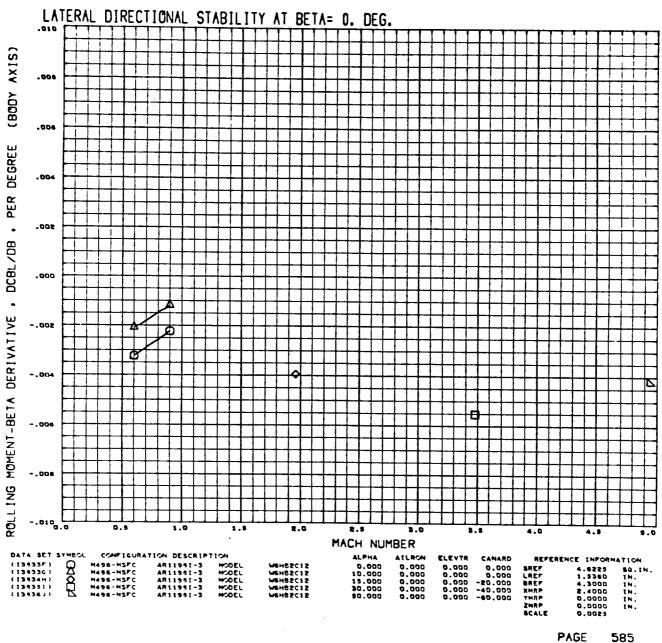


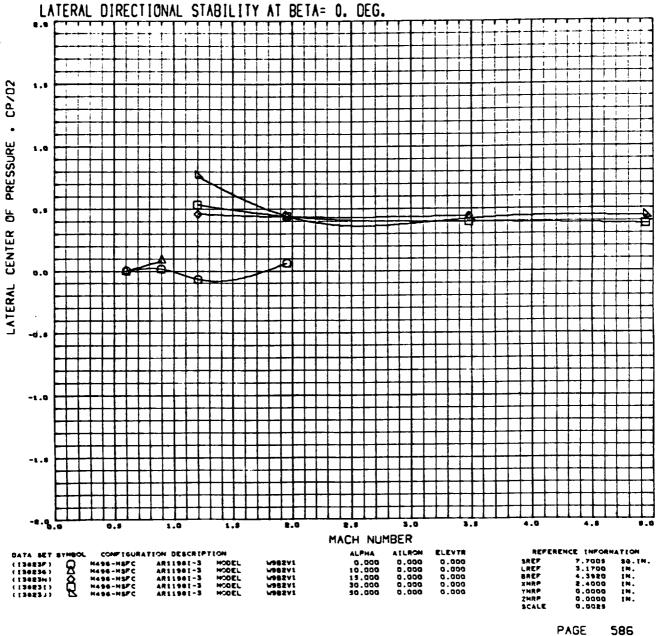


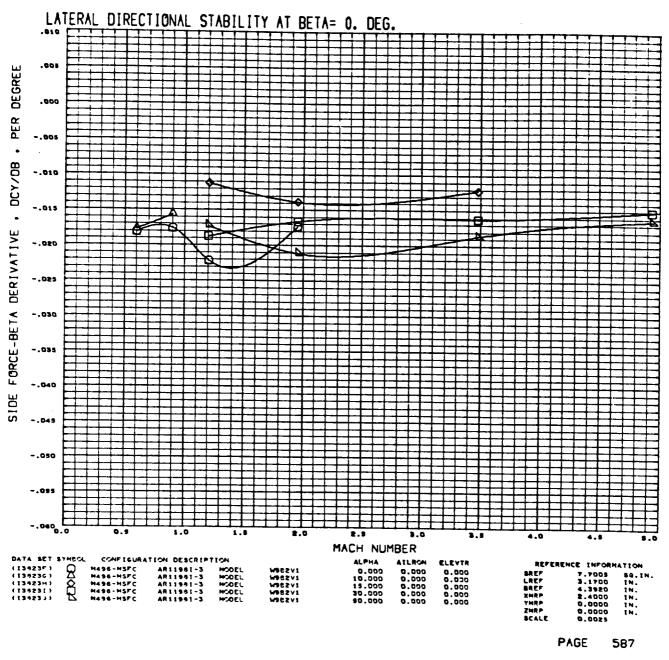


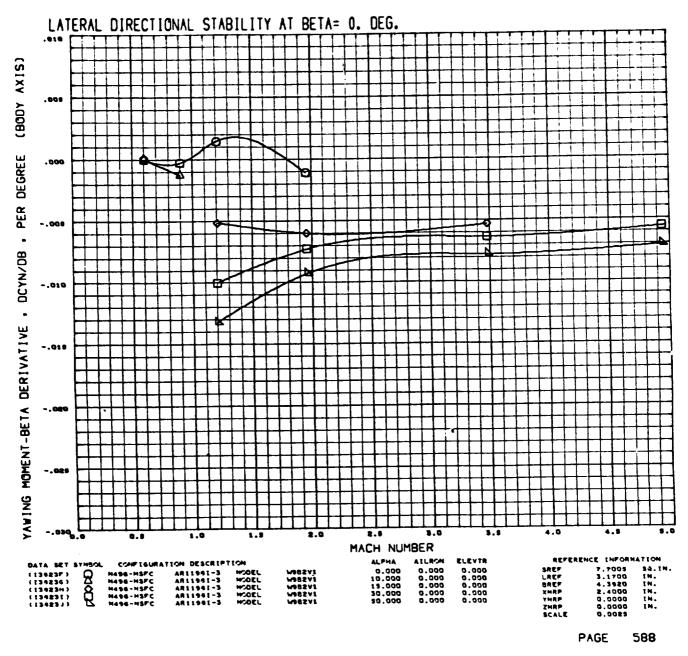
#15i4f

\*78



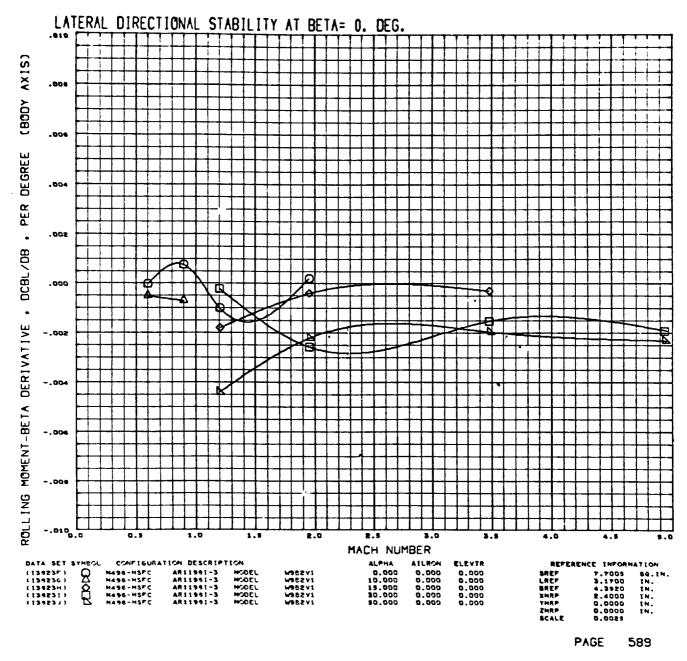




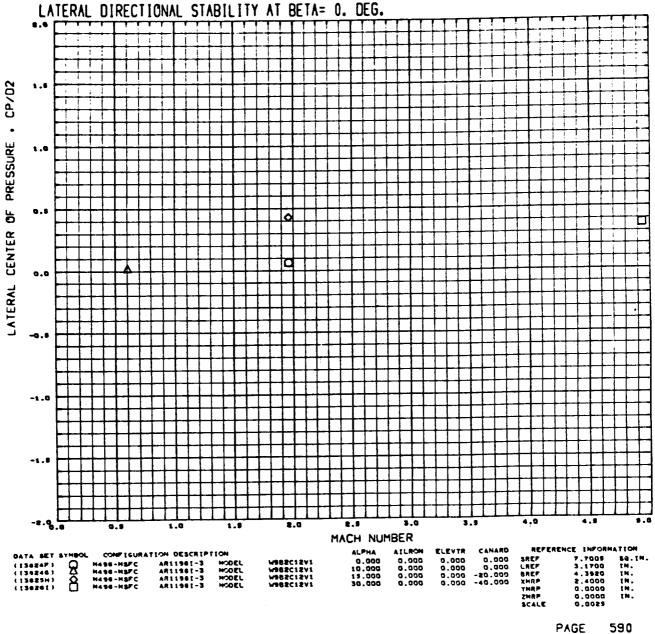


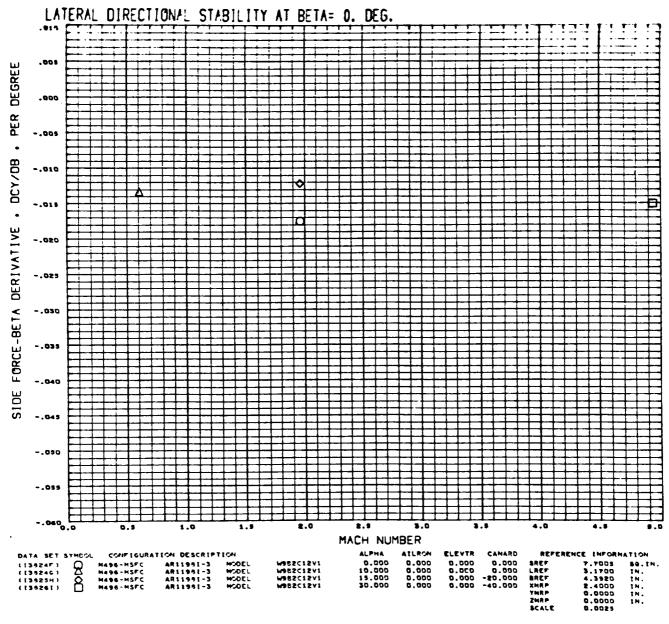
...

Ĺ



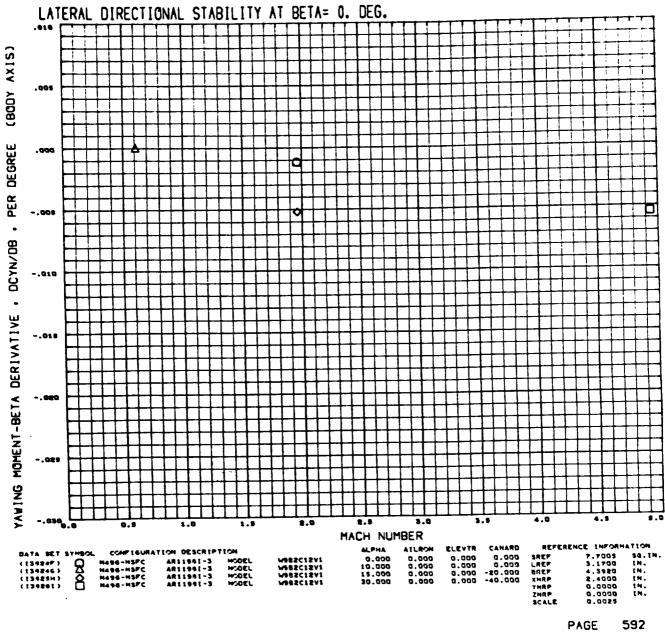
\*\*\*



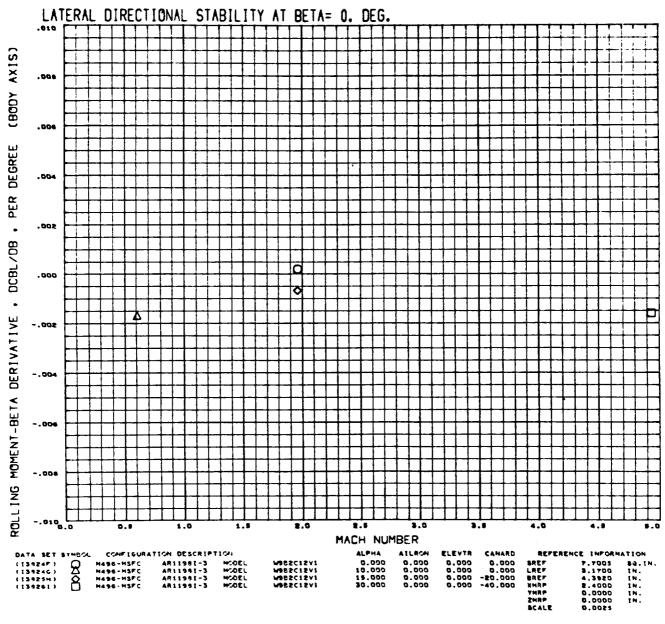


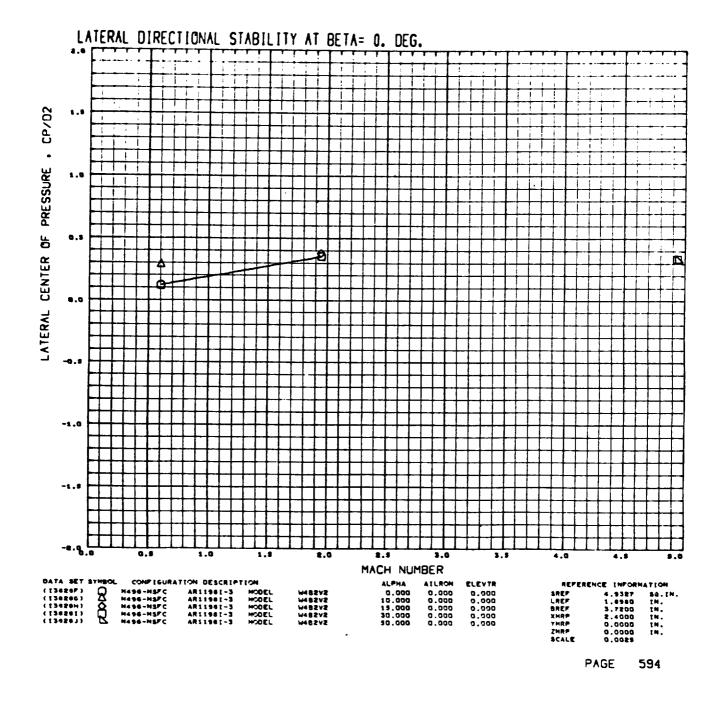
)

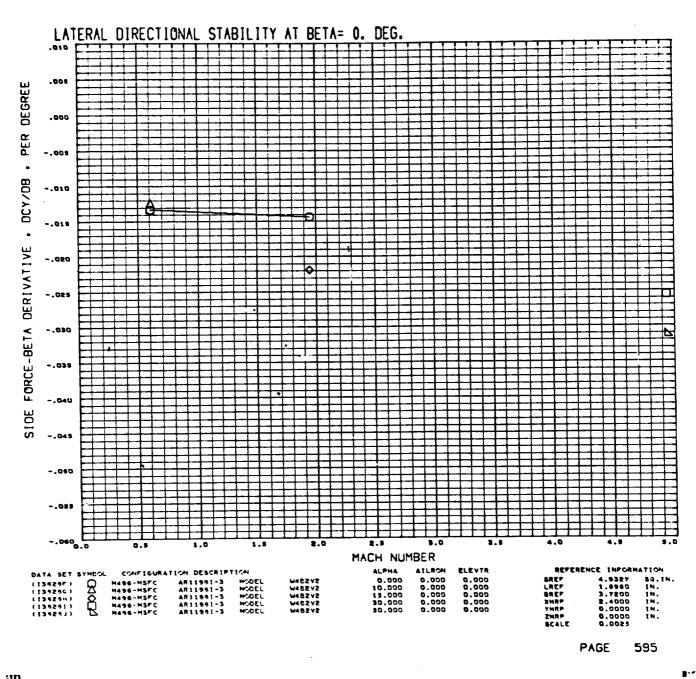
B. w. ct



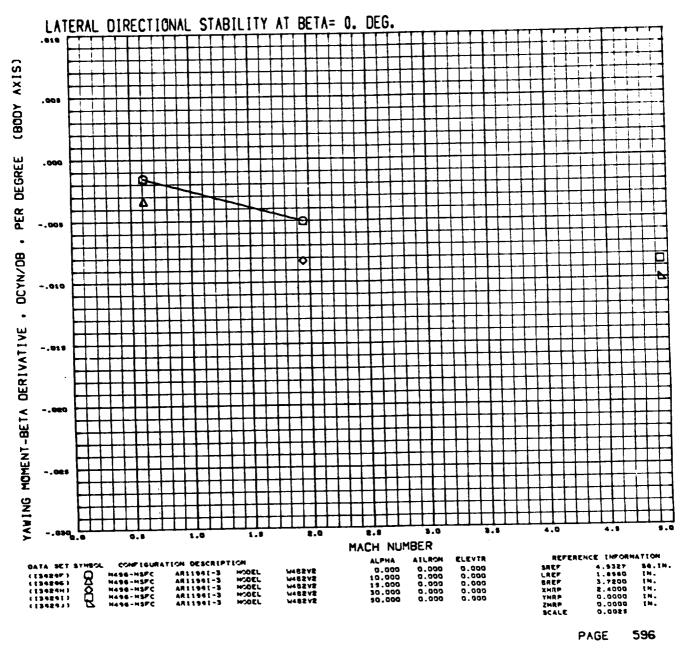
D. # 51





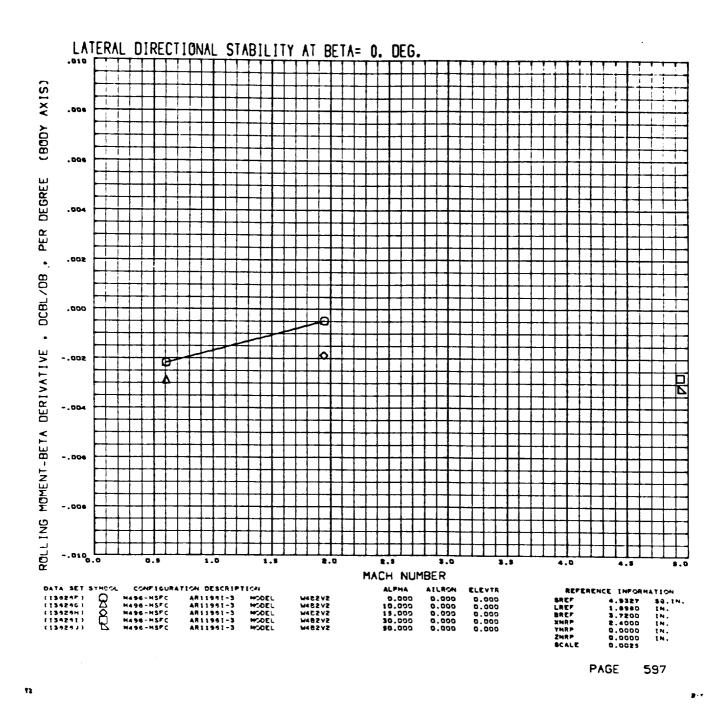


:111



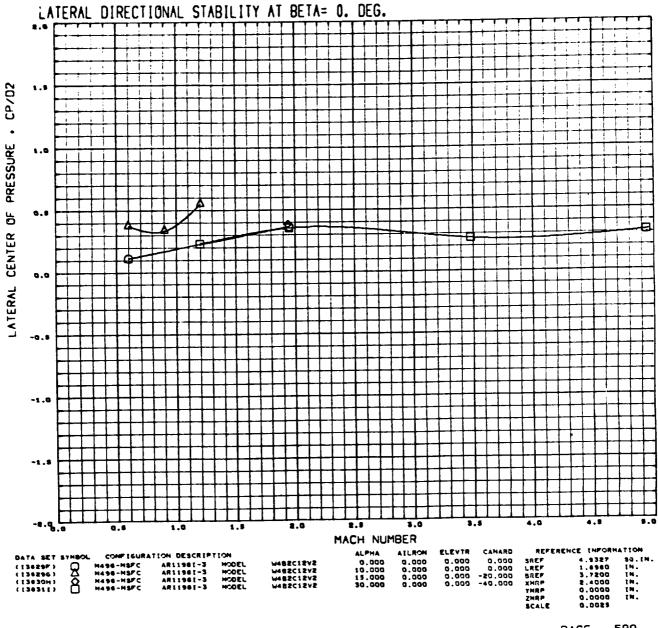
B17:57

111

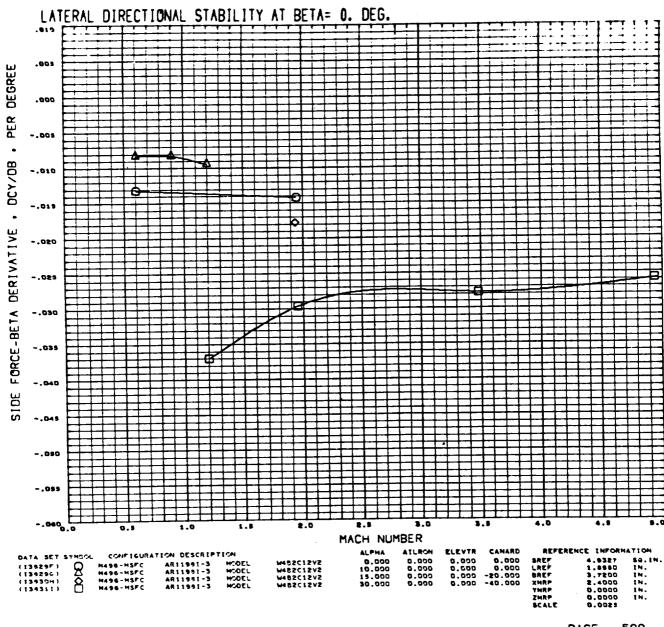


j

2



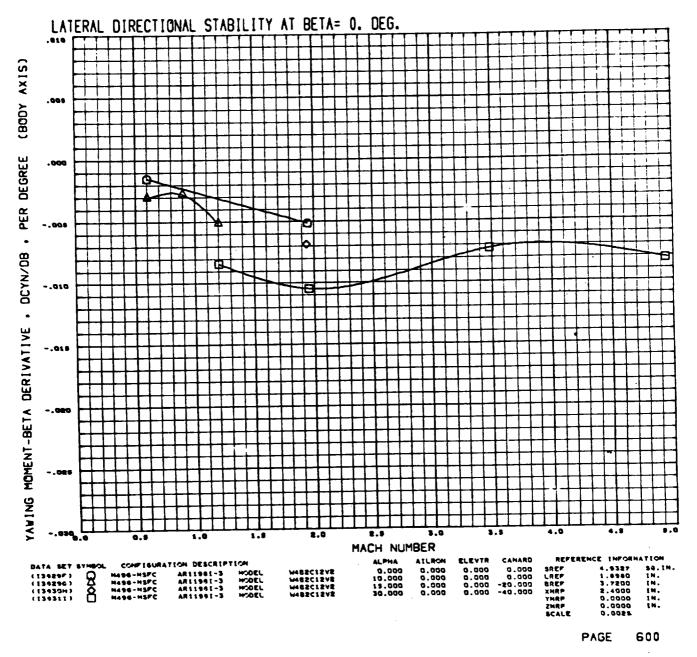
•



14.5

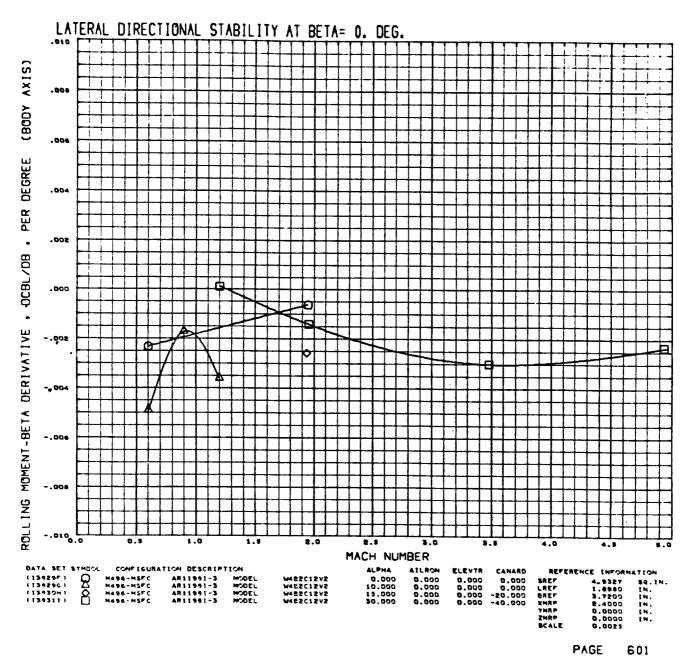
PAGE 599

1.4

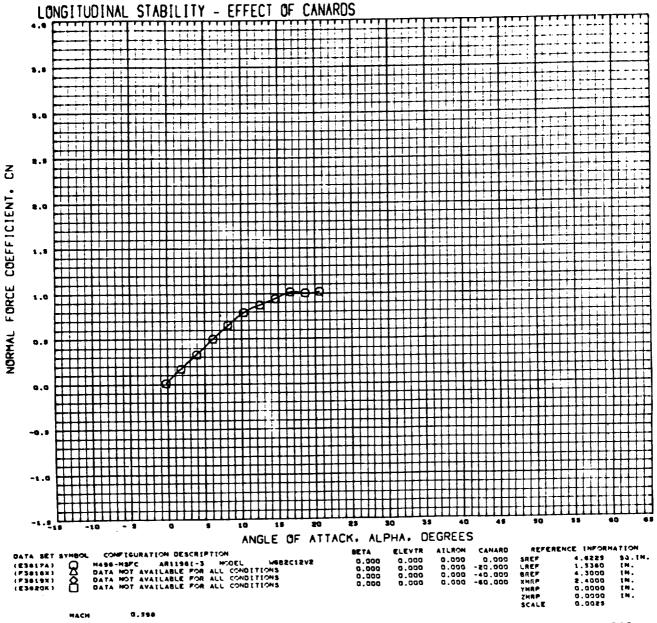


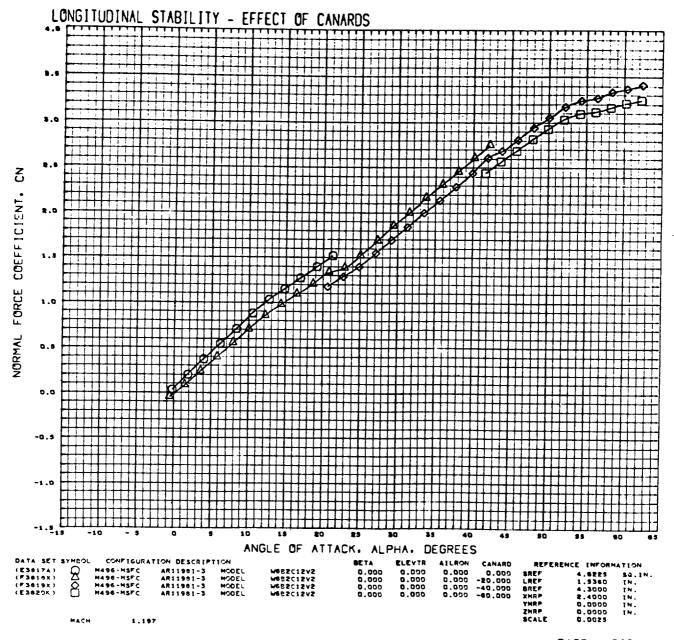
Breit.

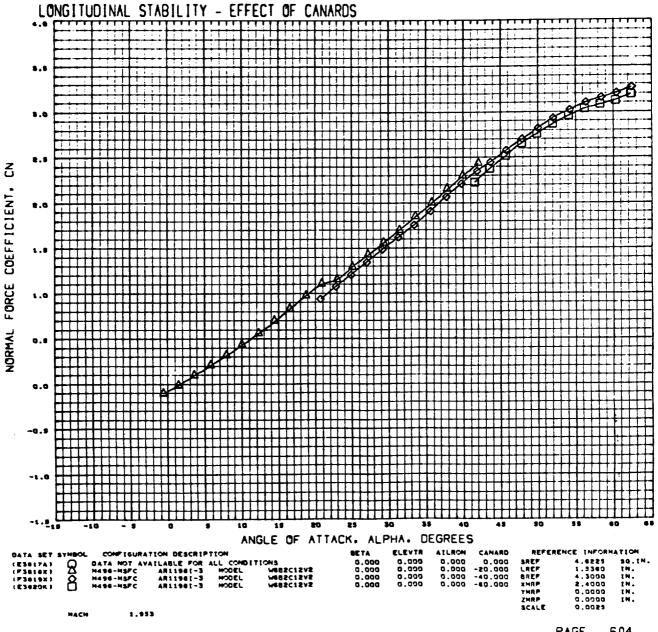
173

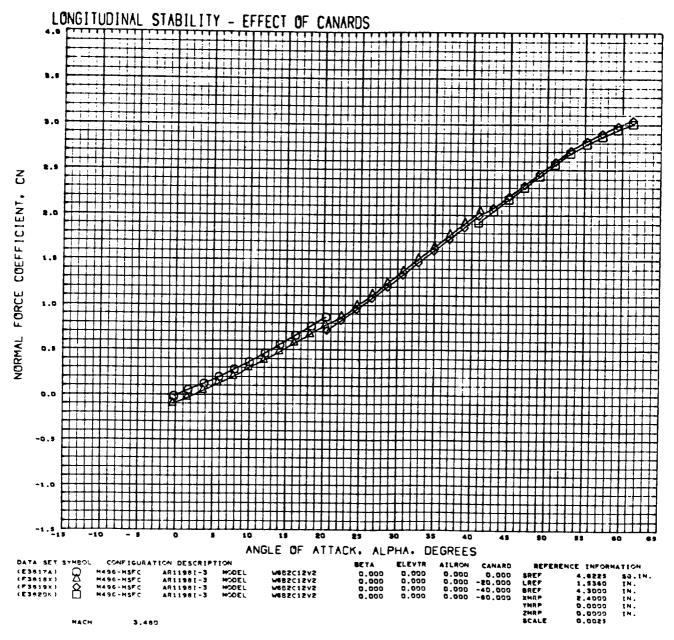


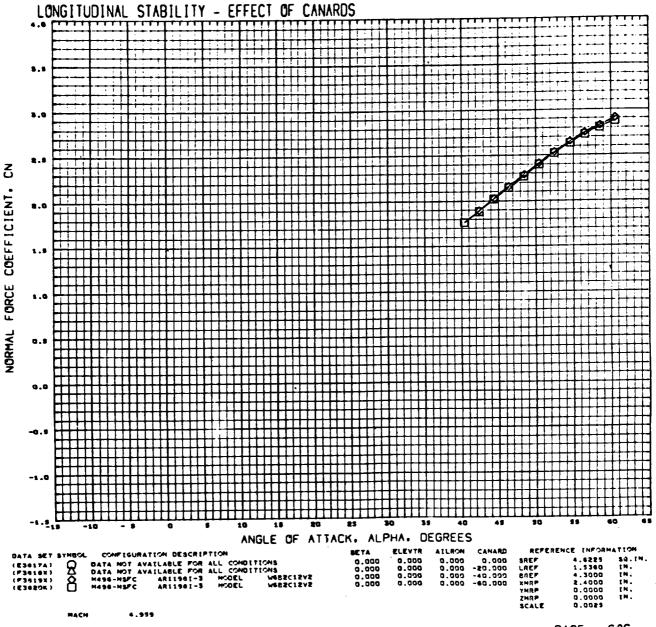
133

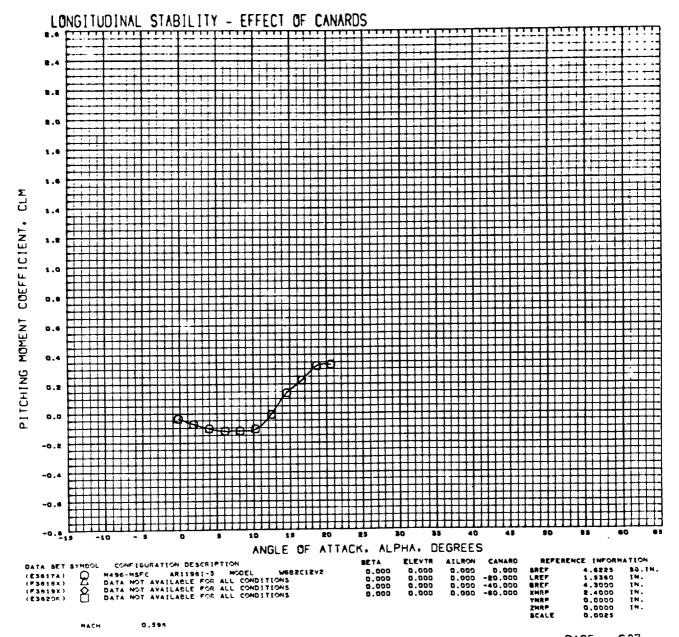




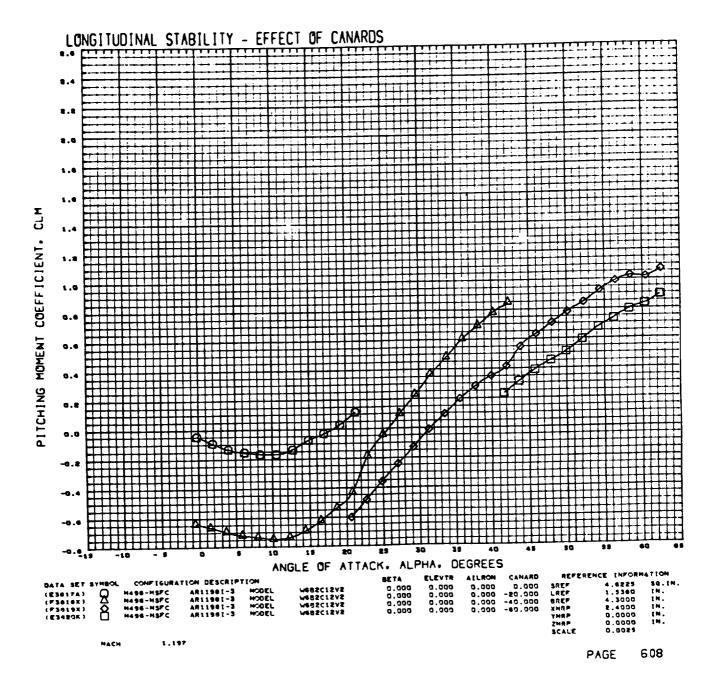


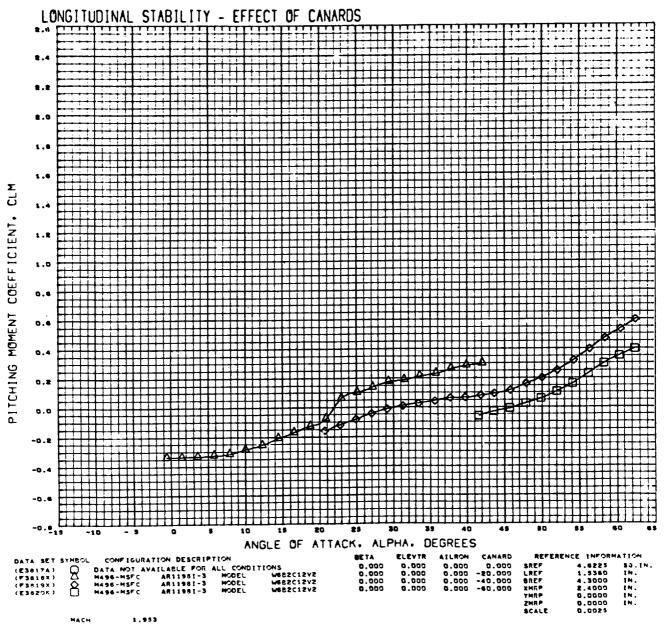


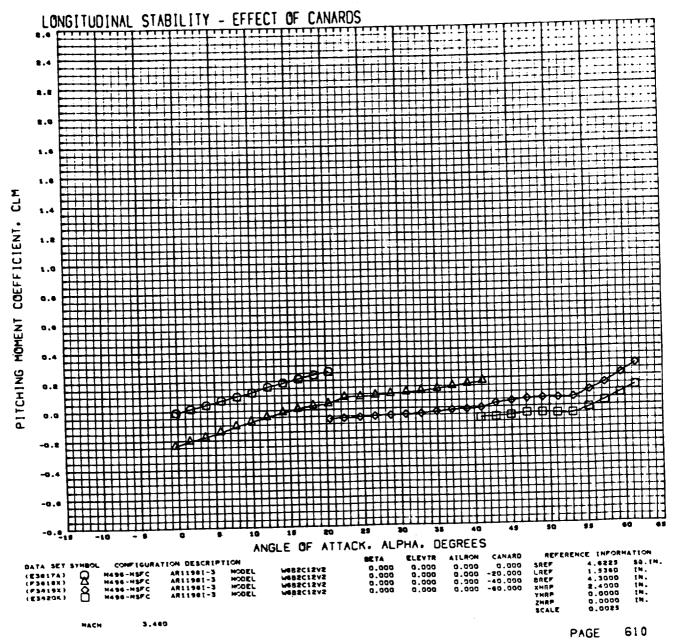


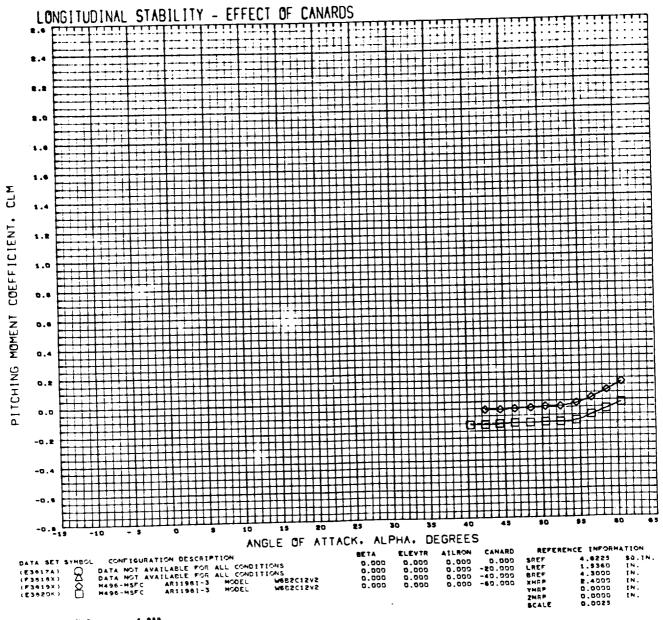


)

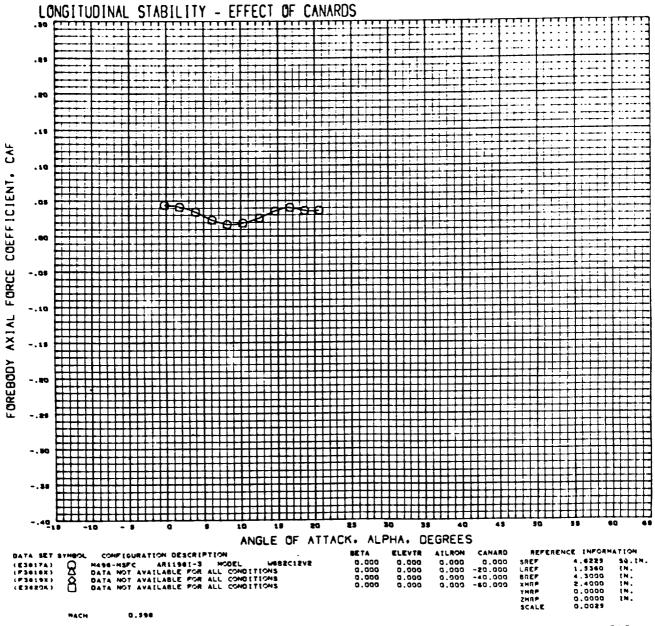


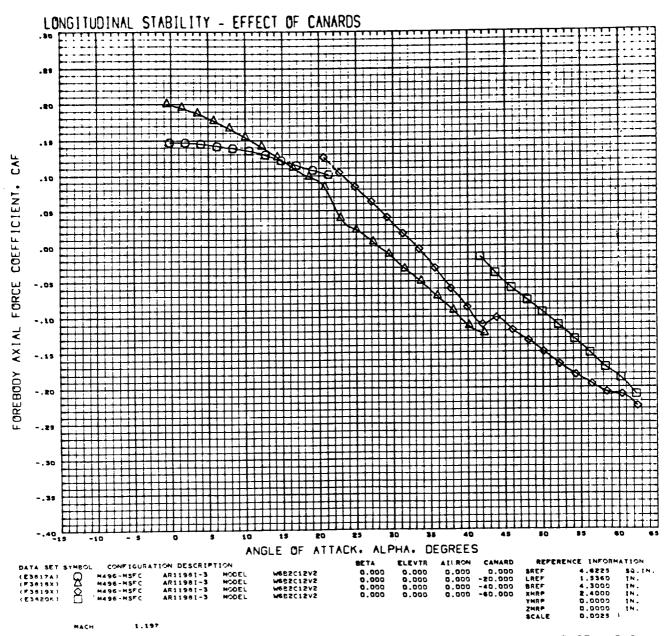


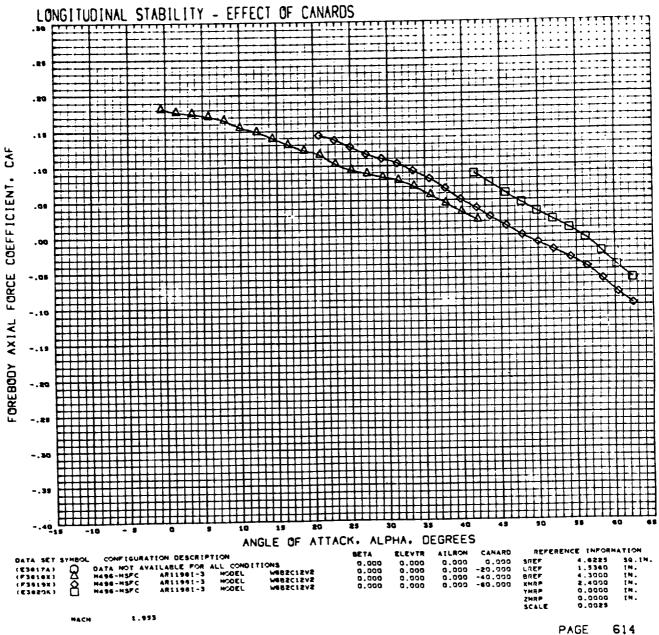




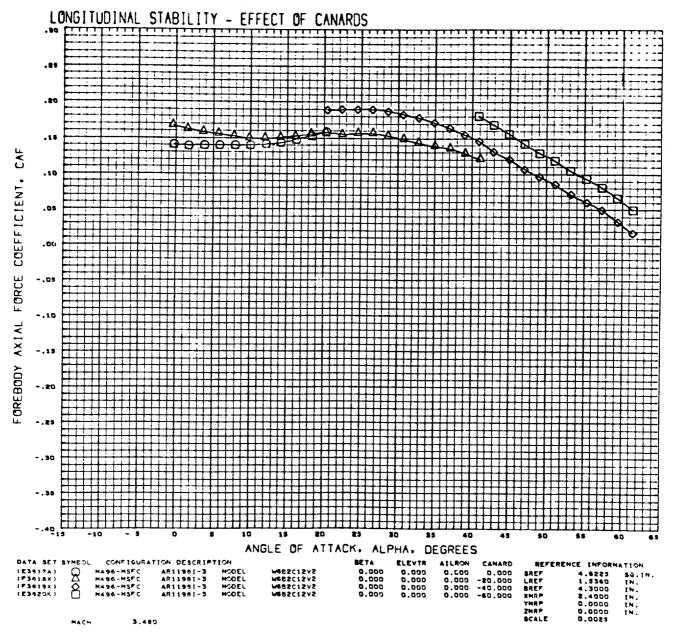
611

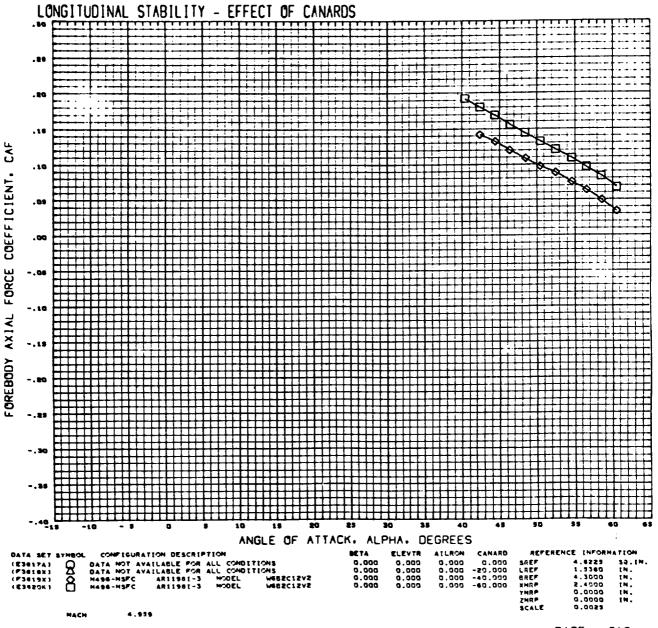




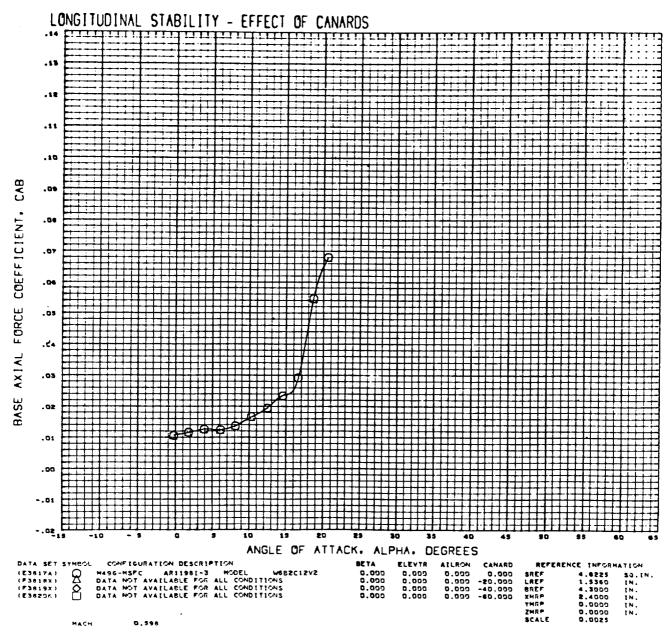


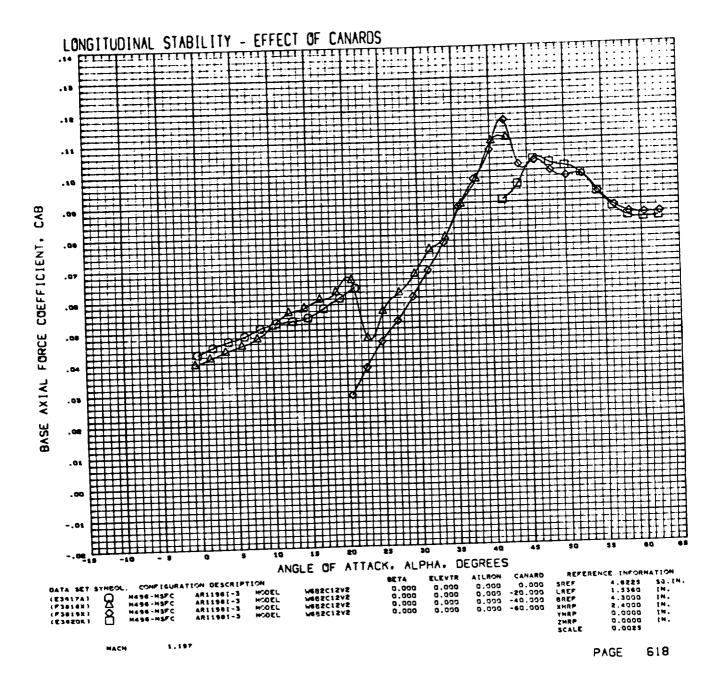
LYOF OT



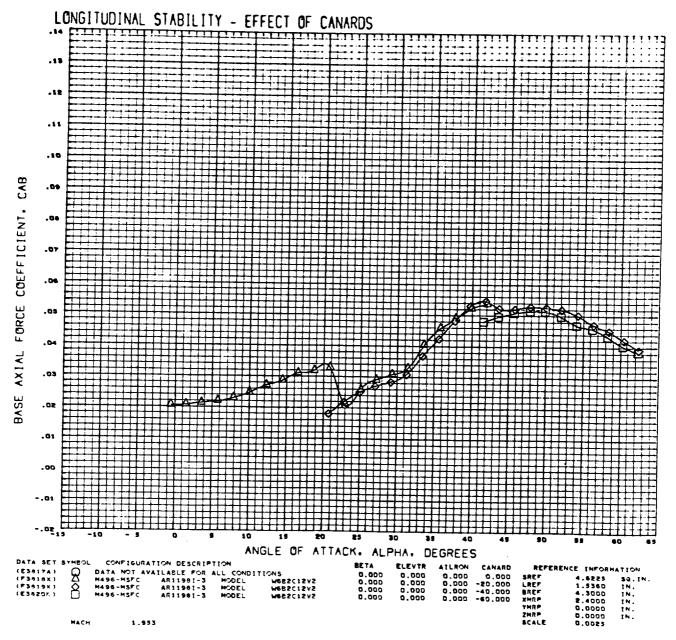


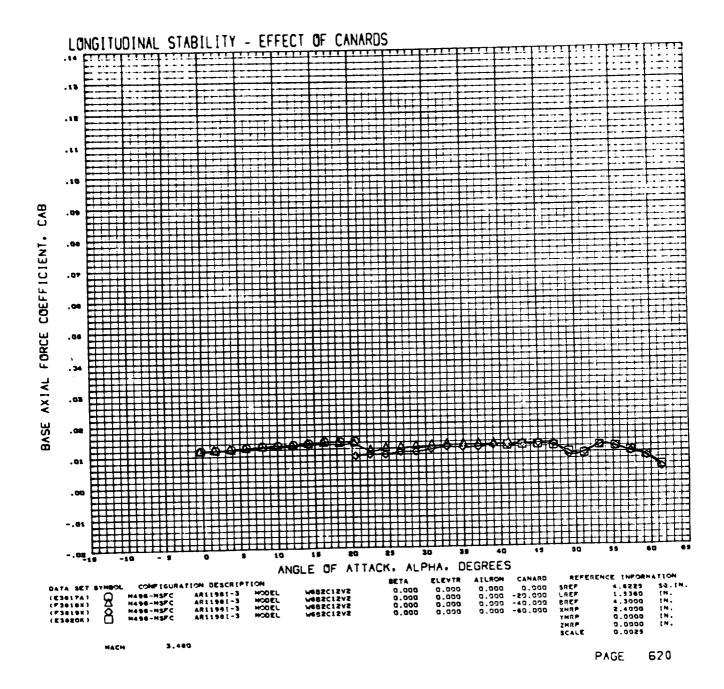
1

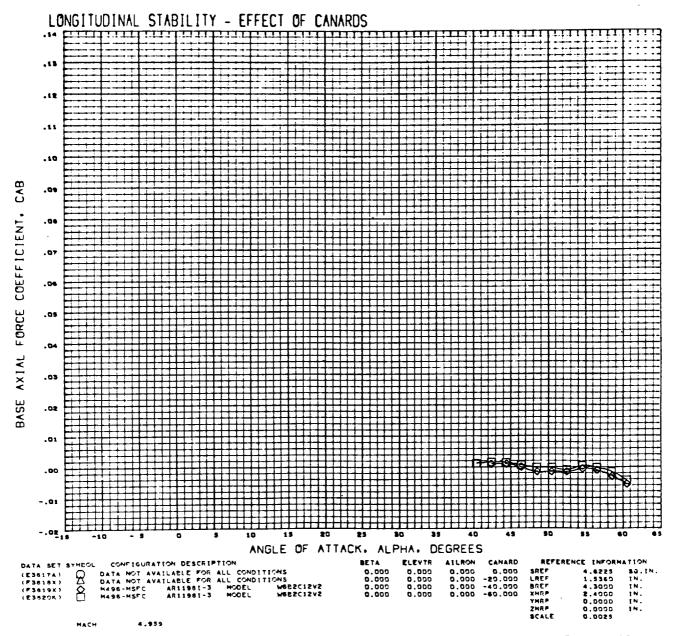


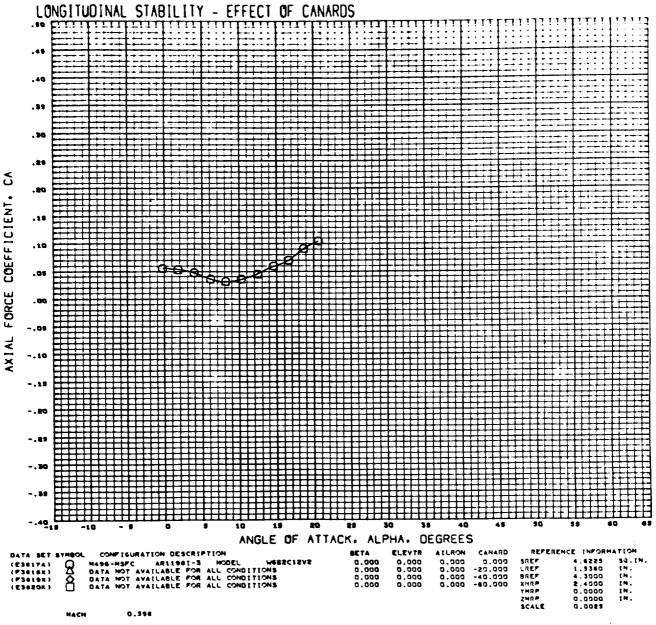


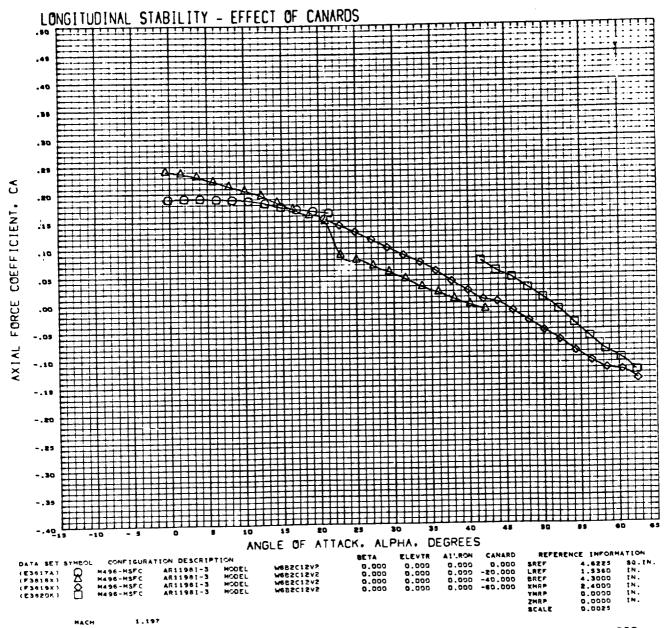
)

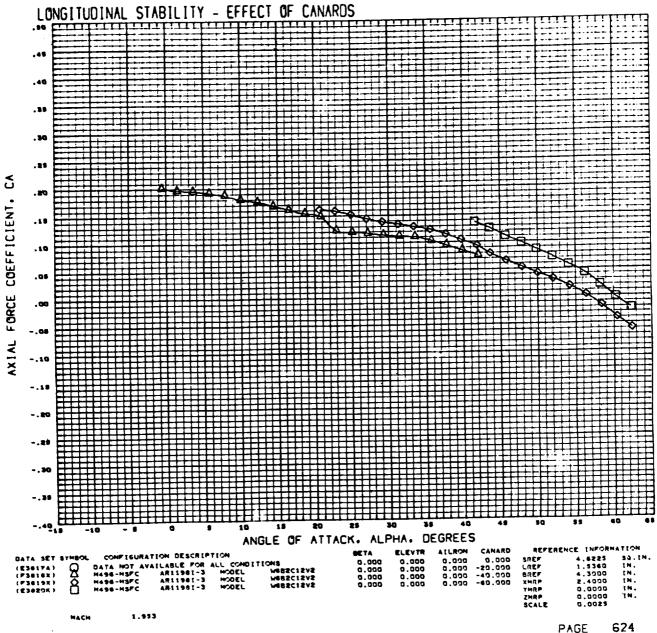


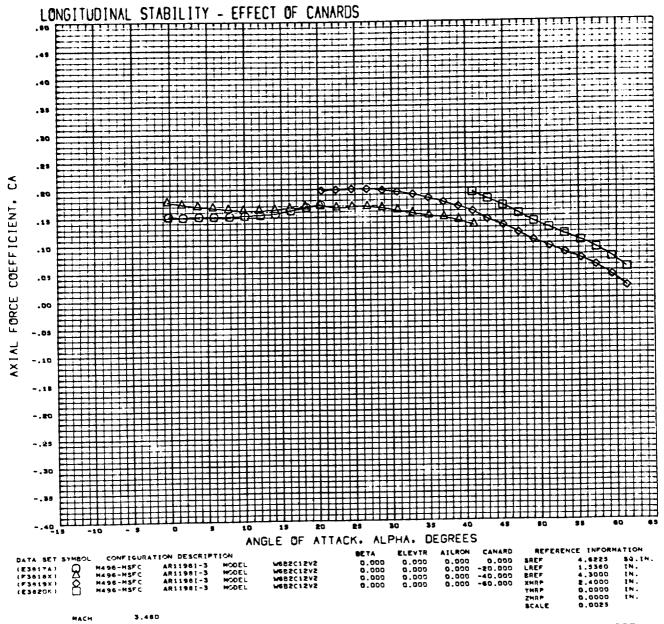


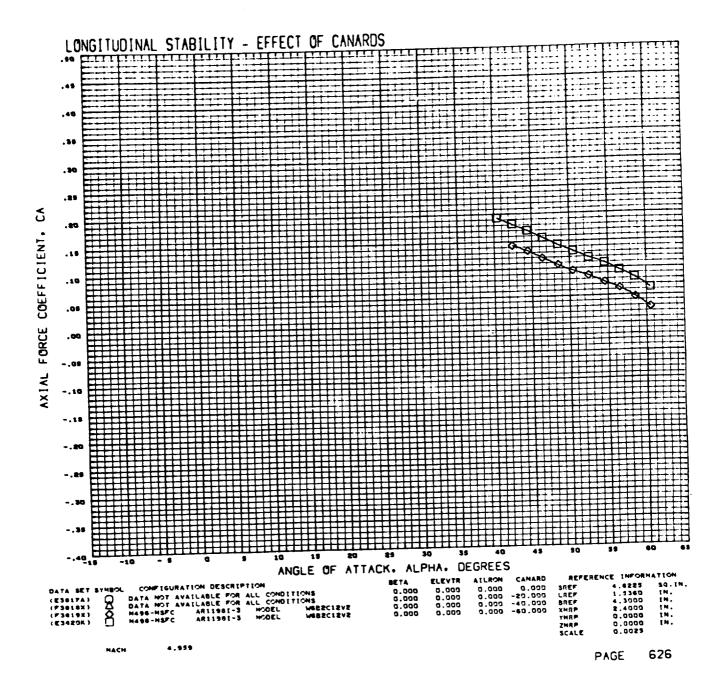






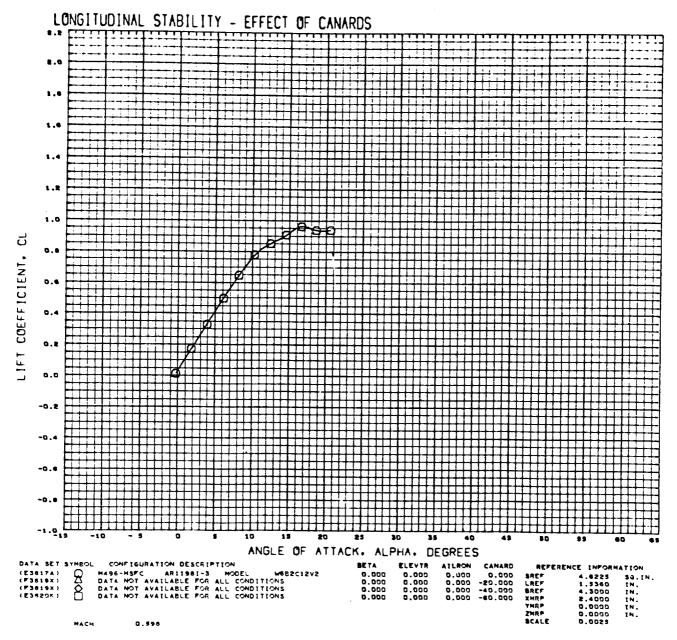


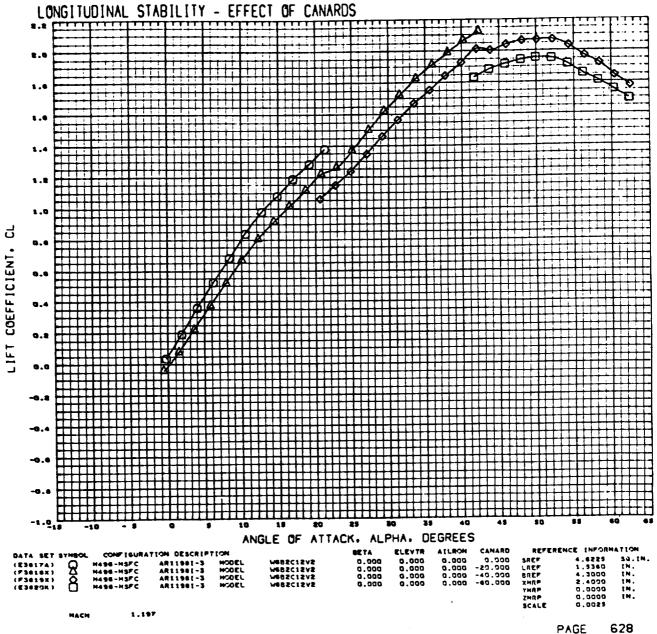


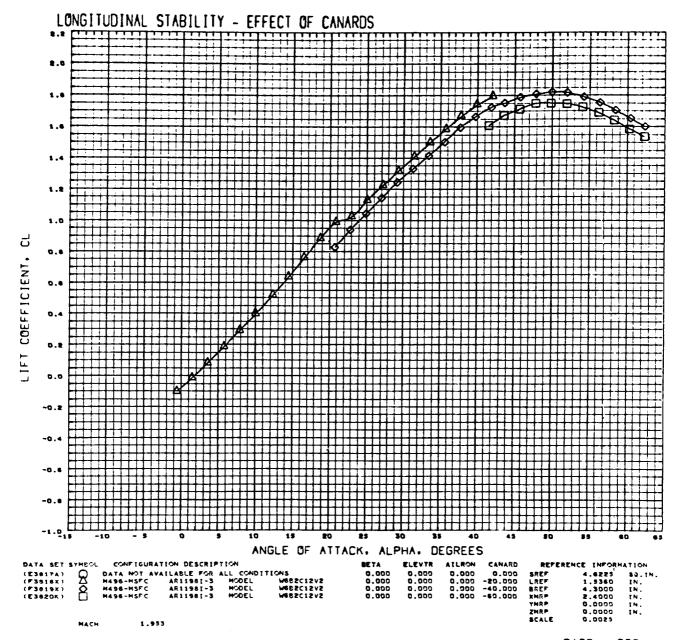


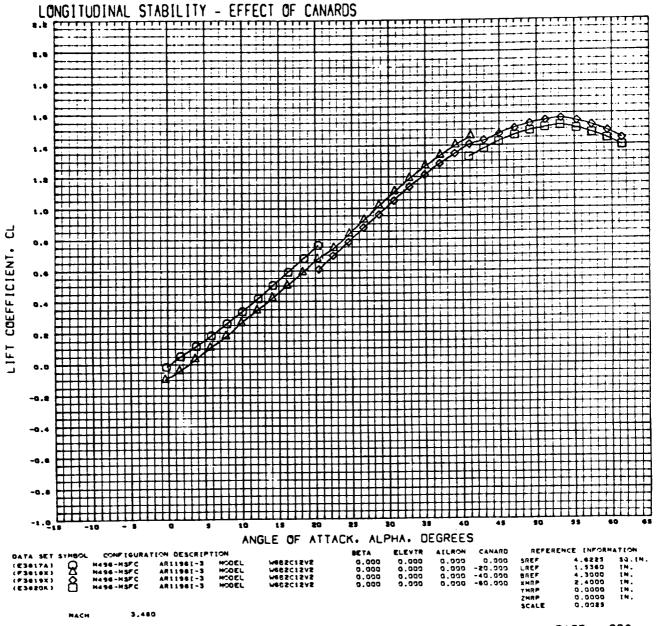
-

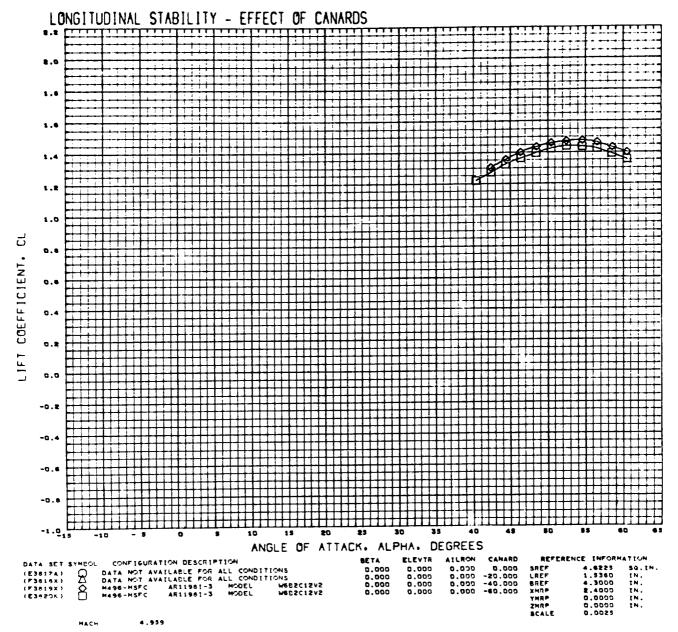
Ì

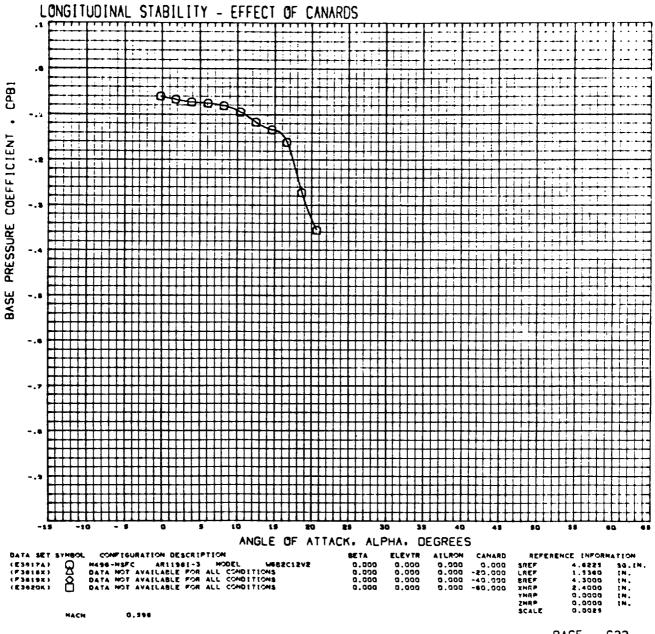




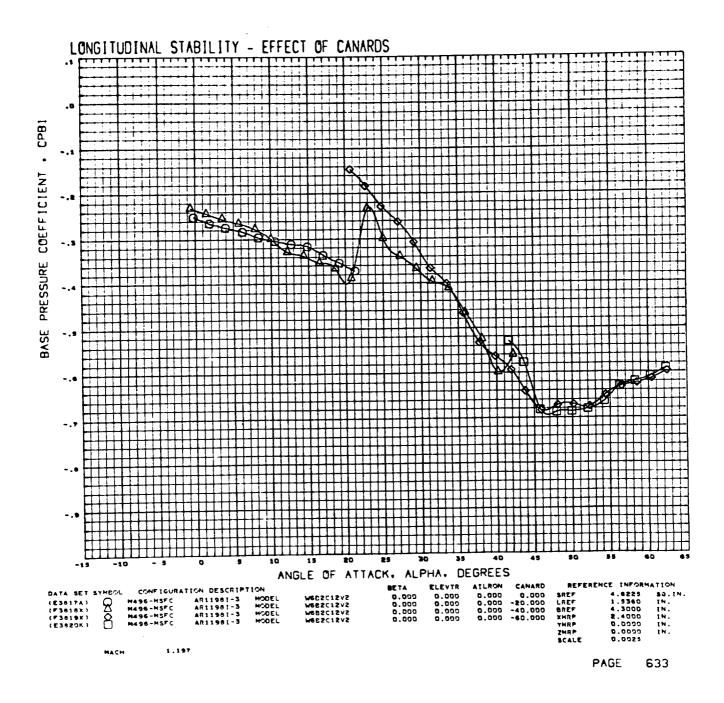


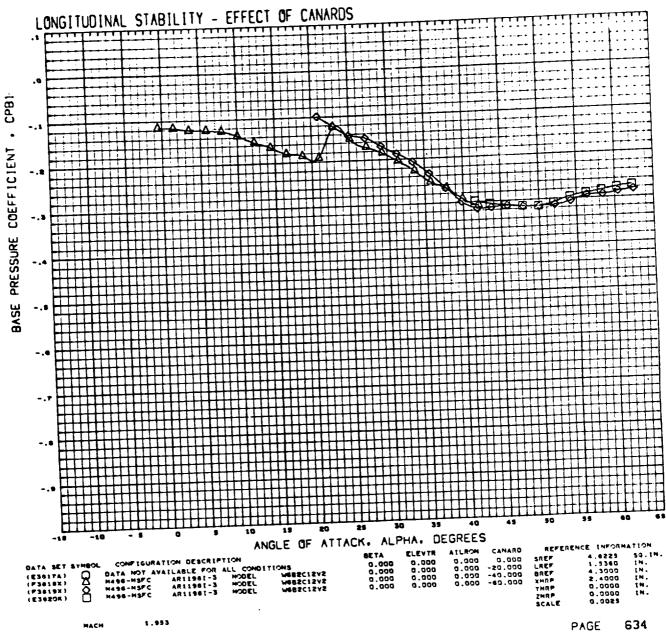




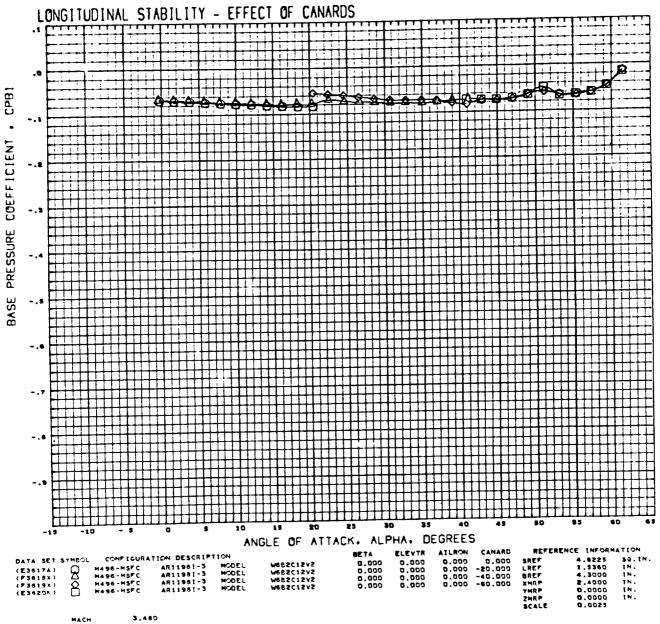


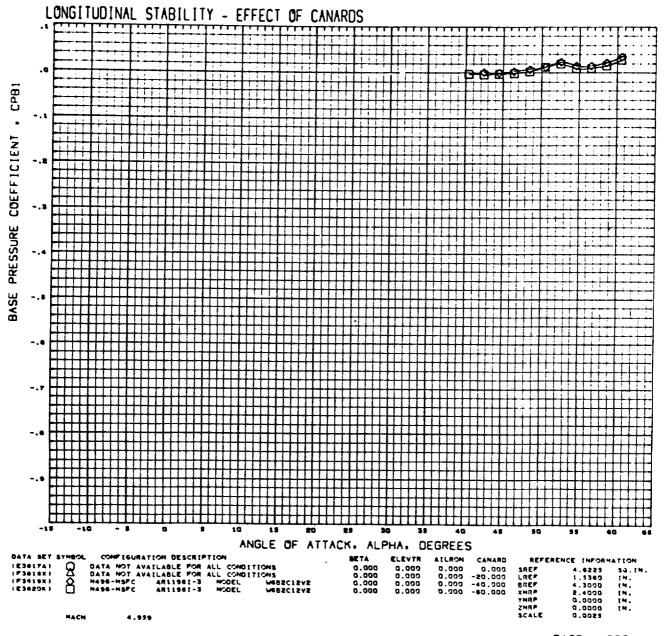


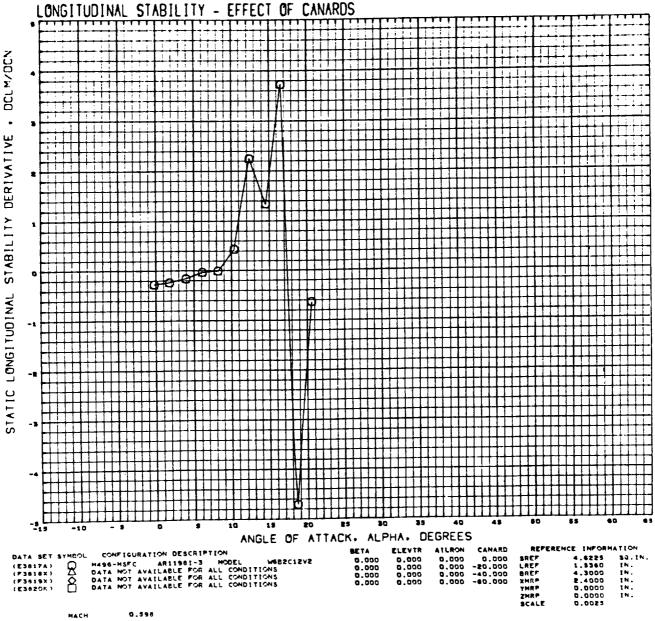


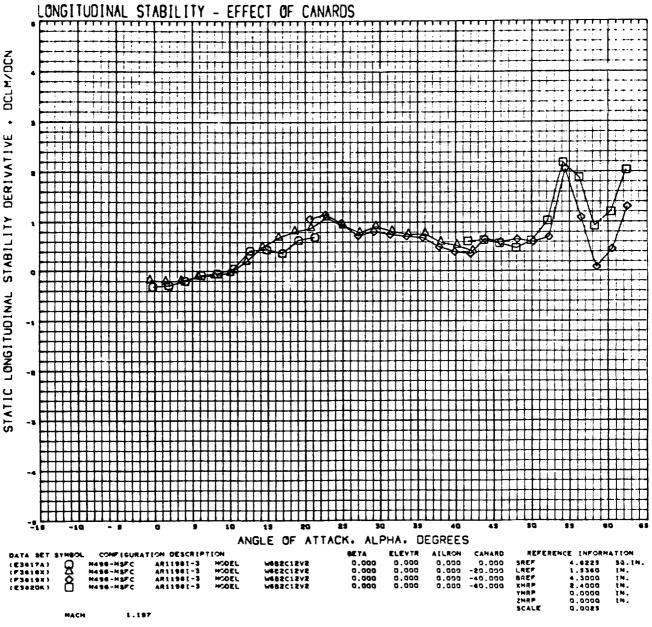


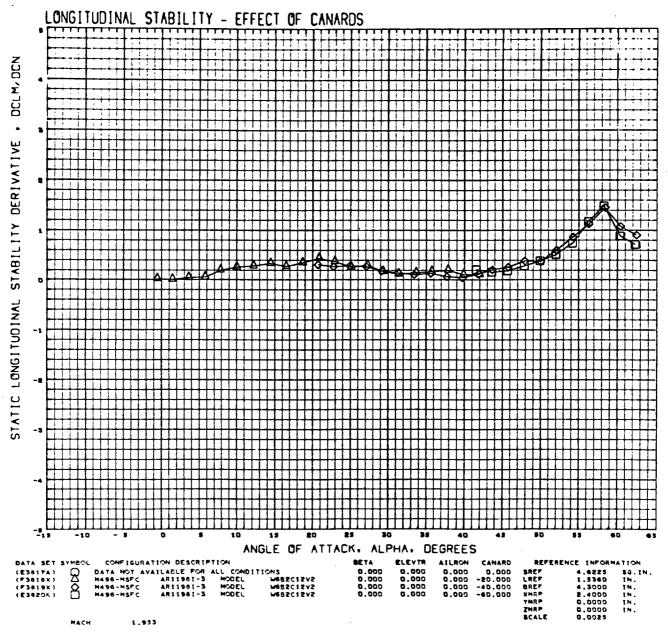
( ~

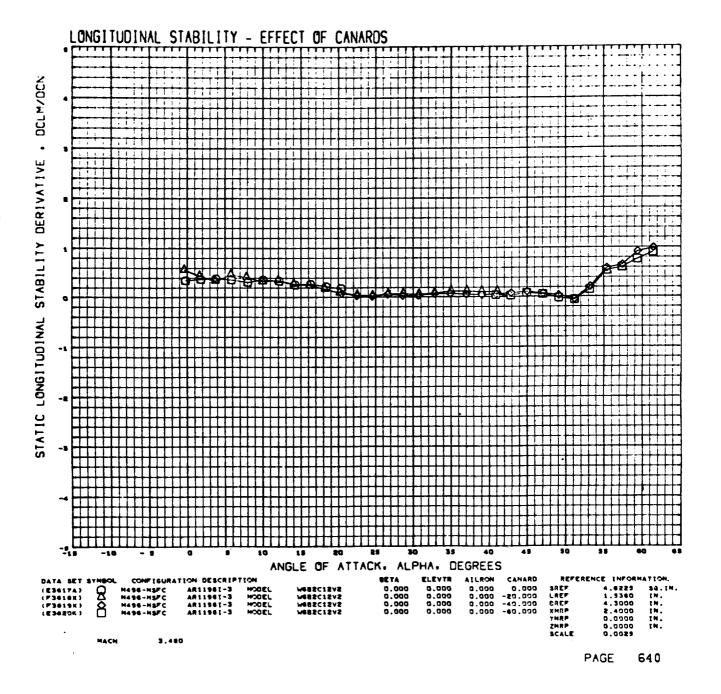


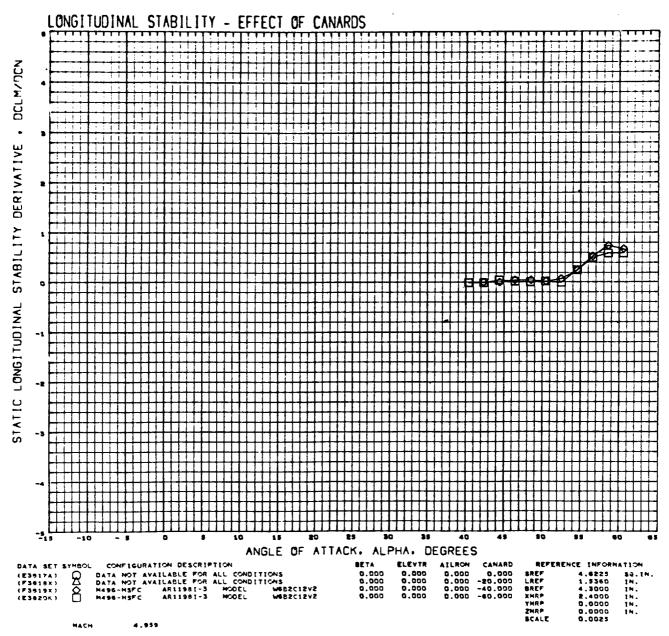


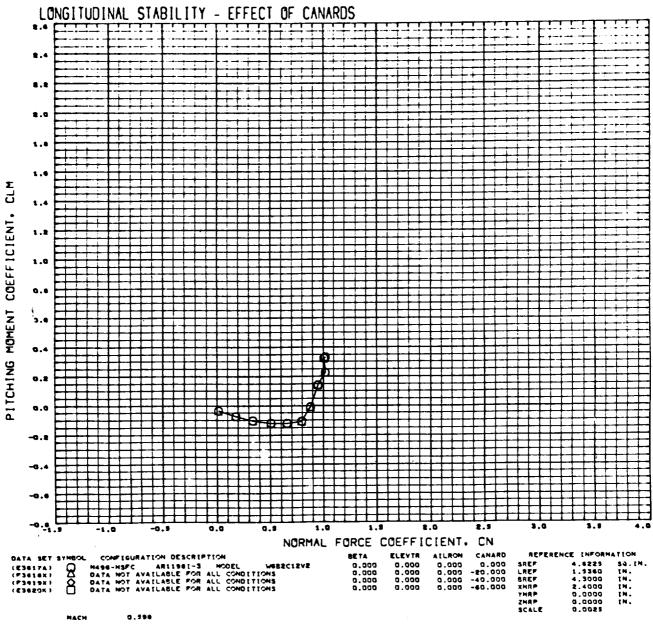


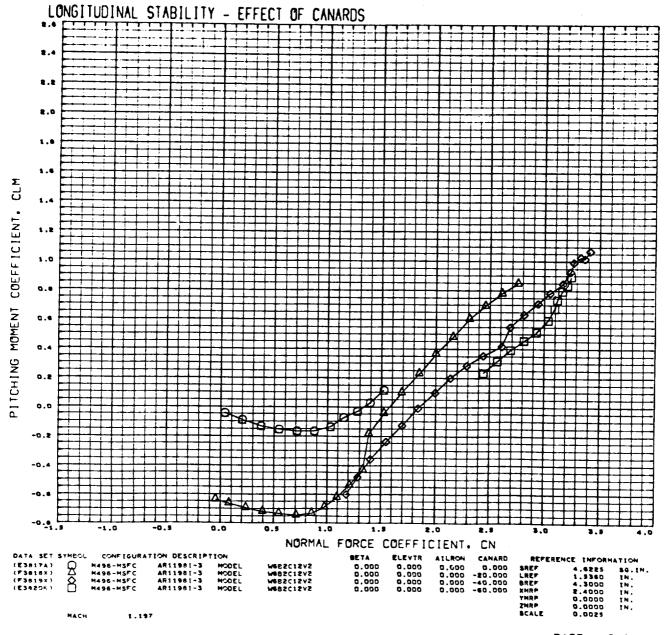


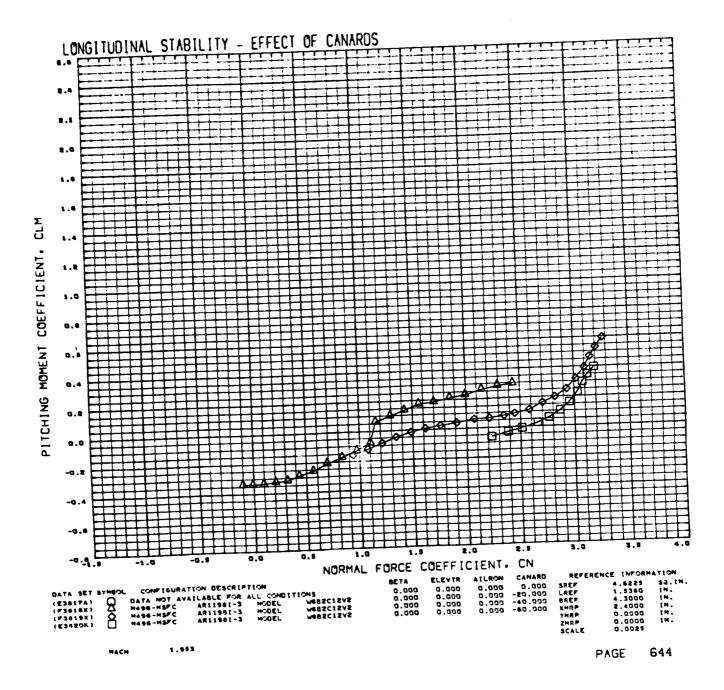




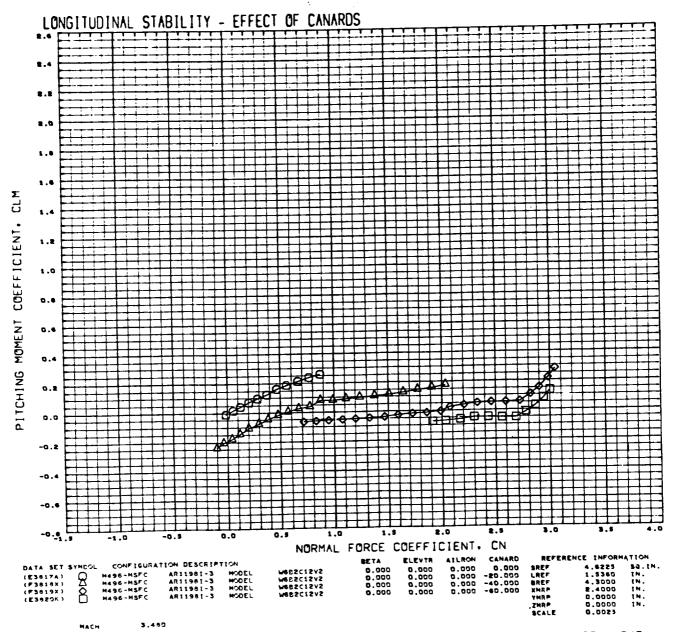


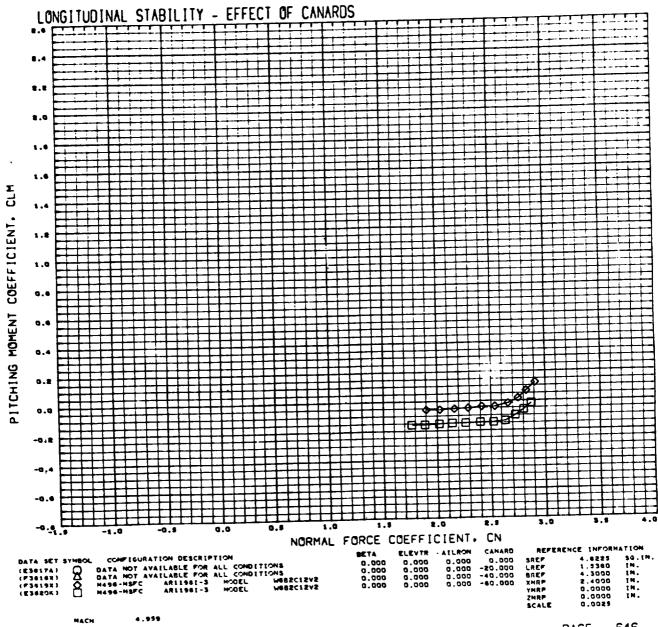


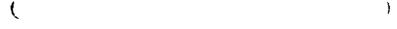


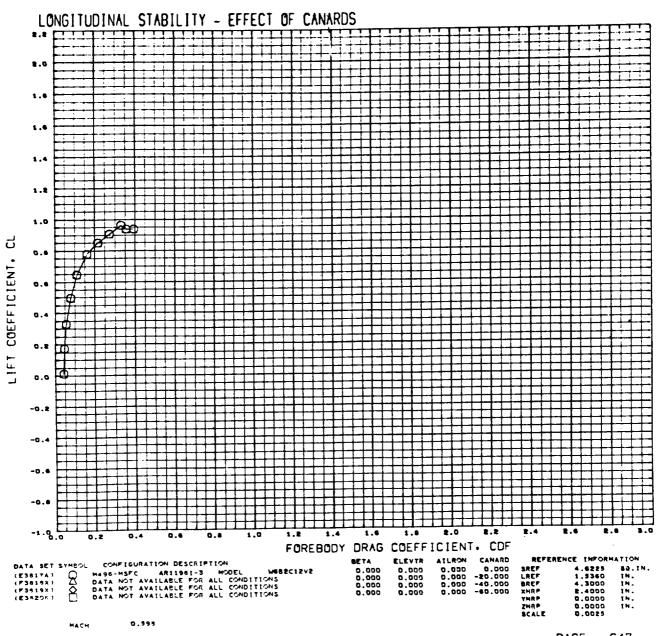


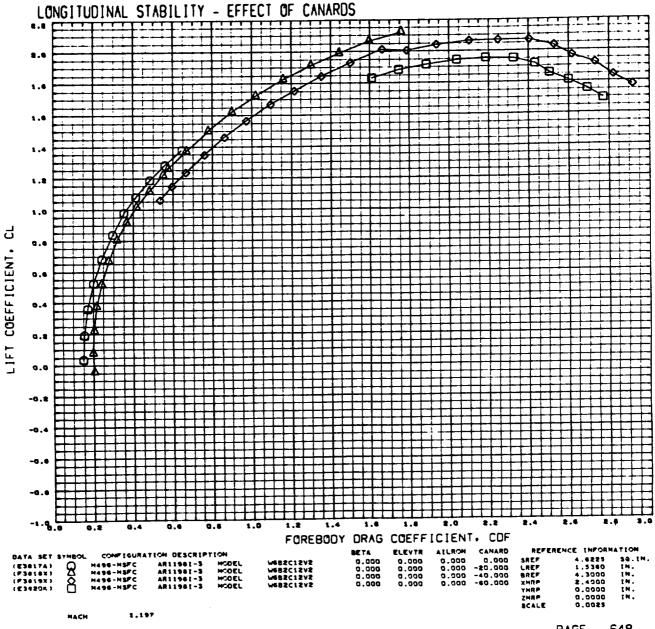
(

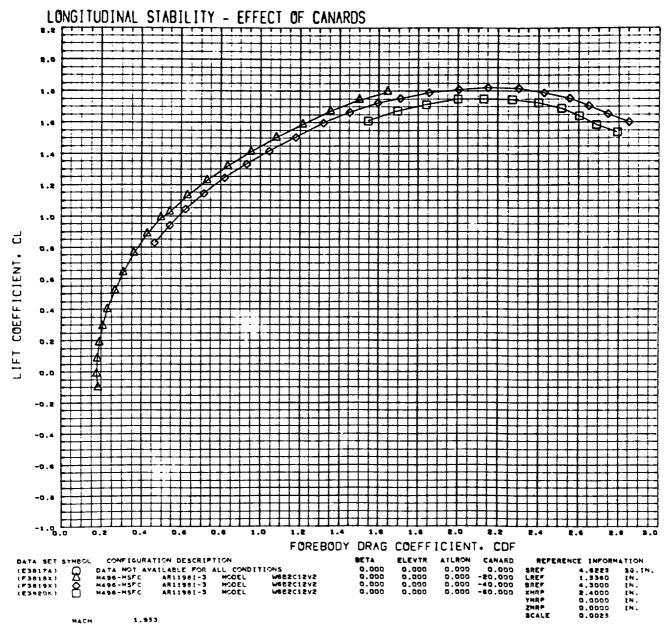


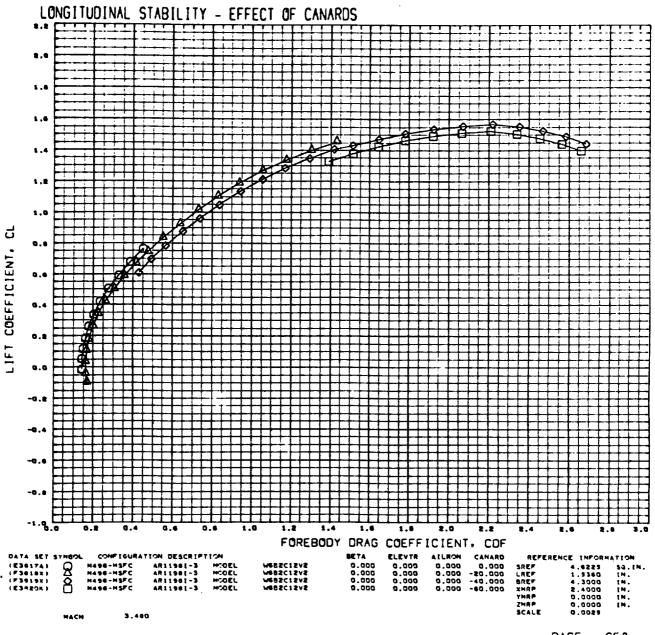


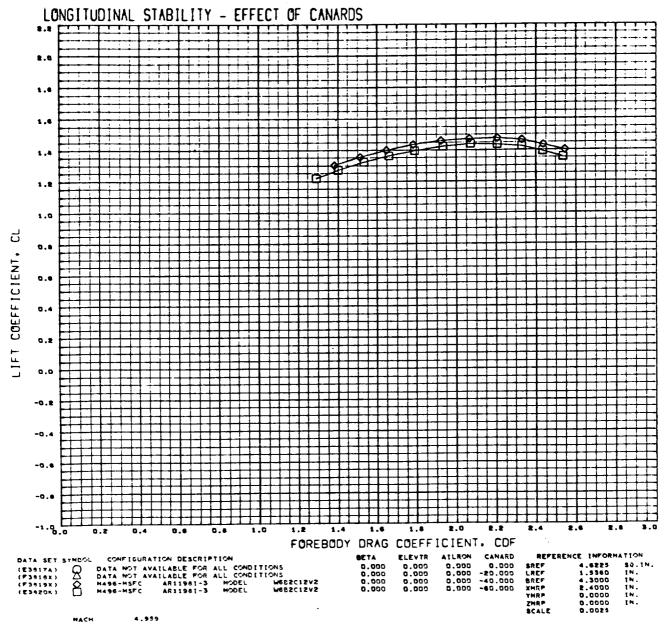


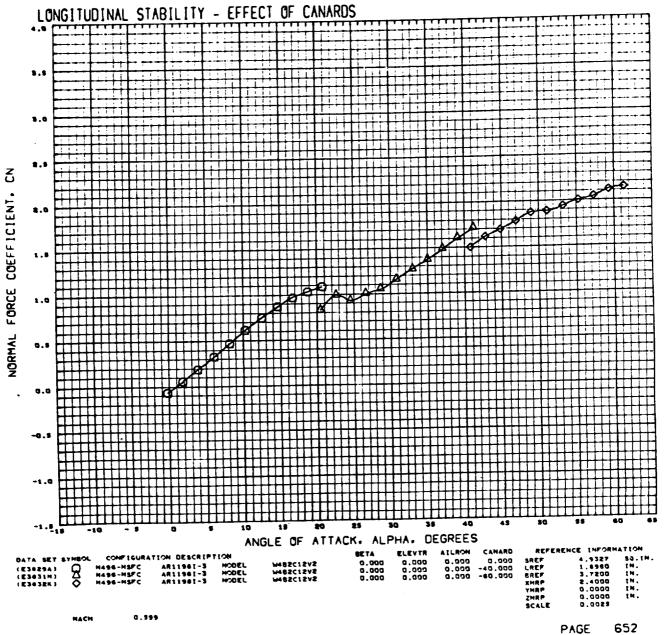


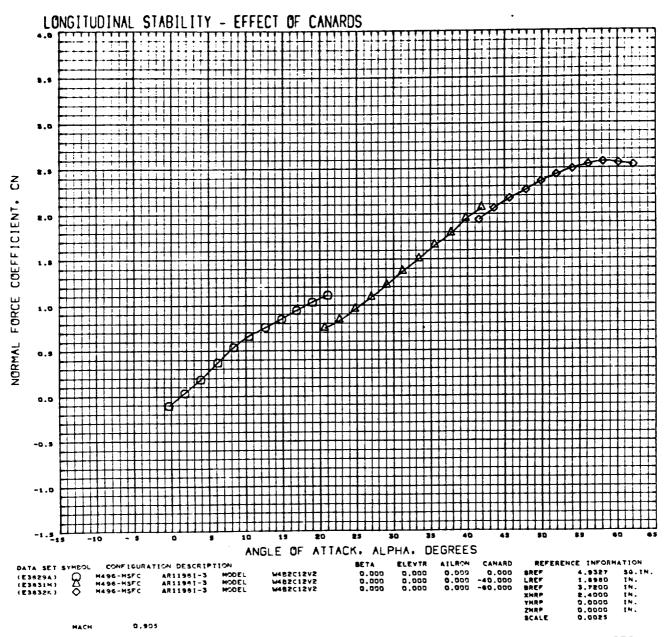


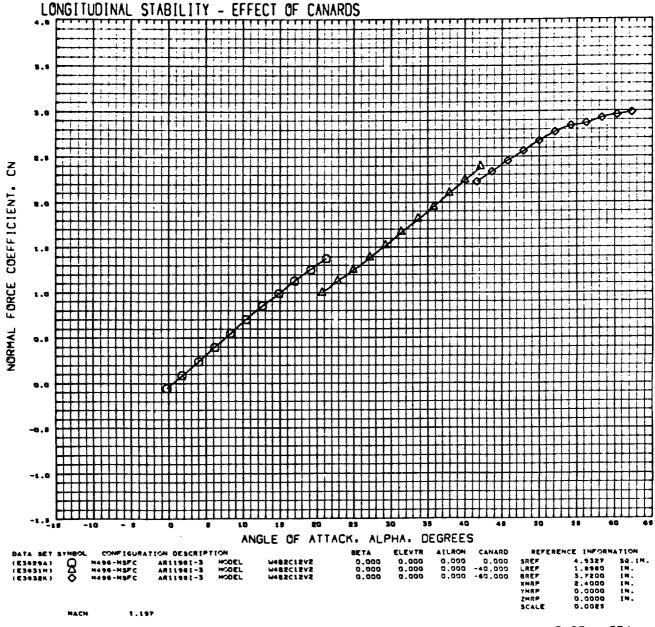


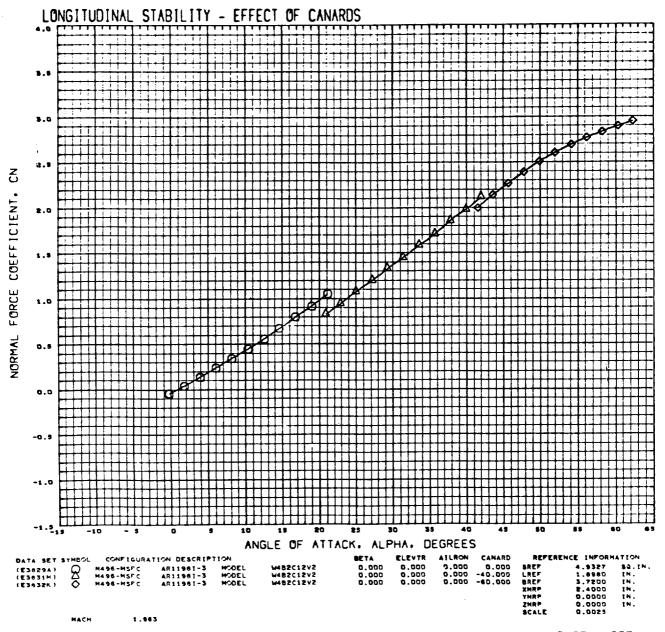




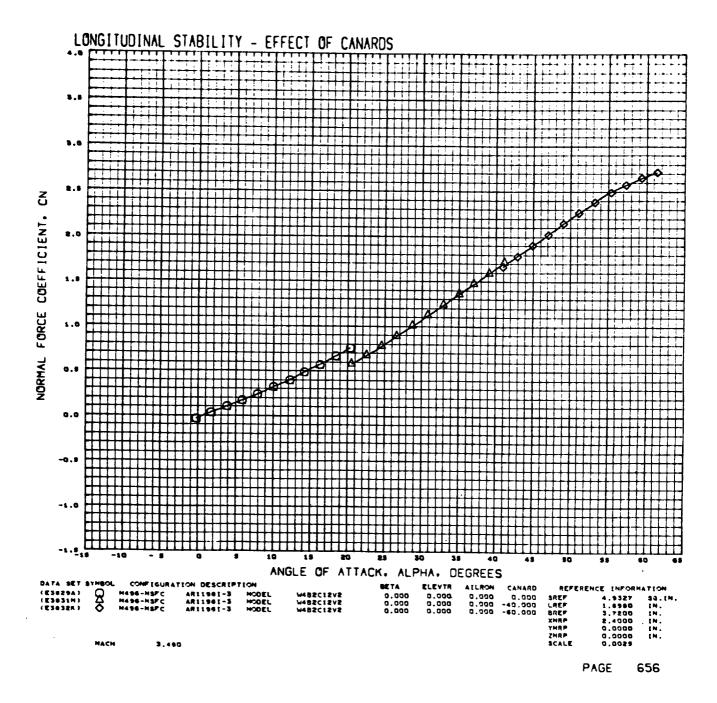


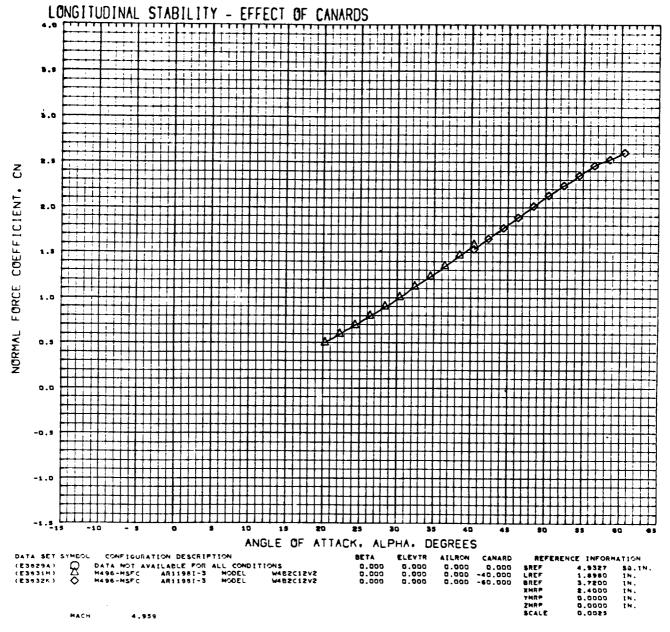


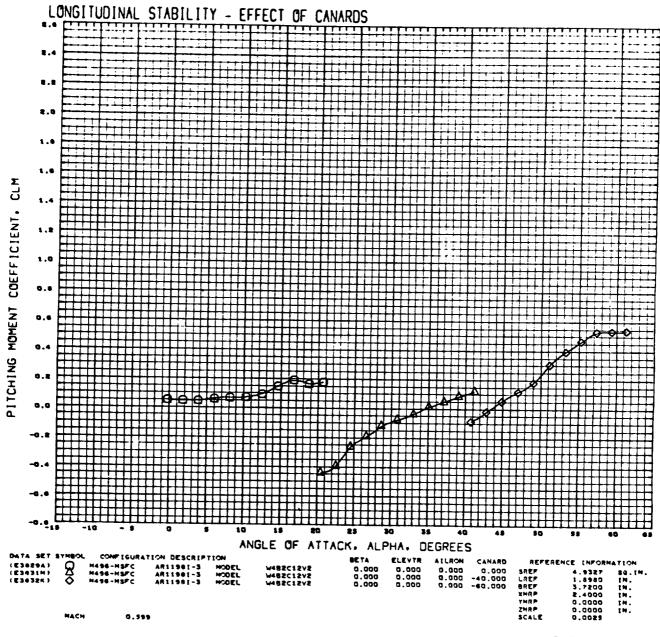




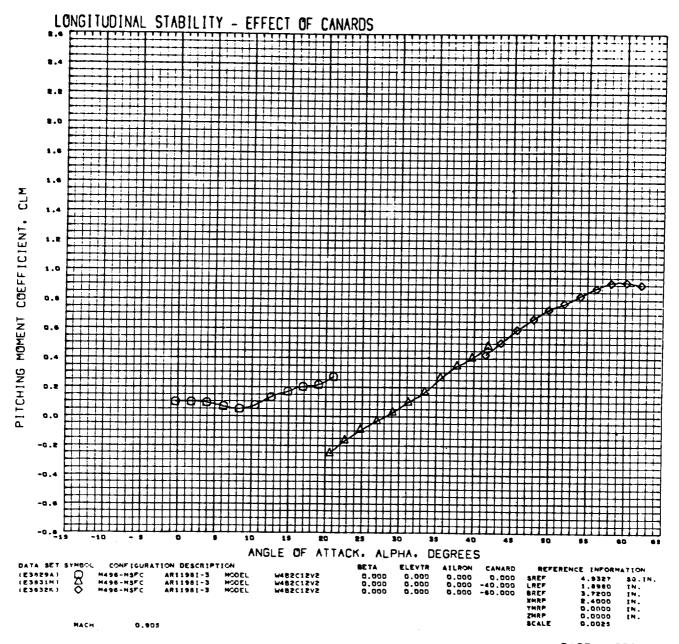
)

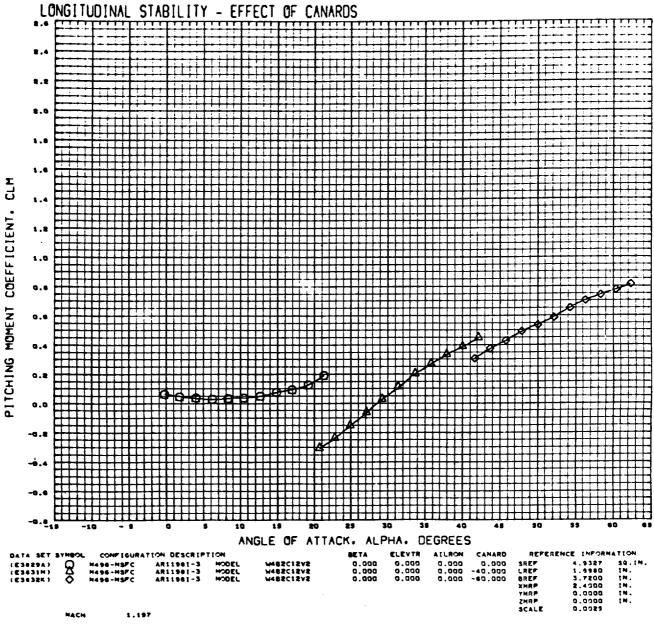


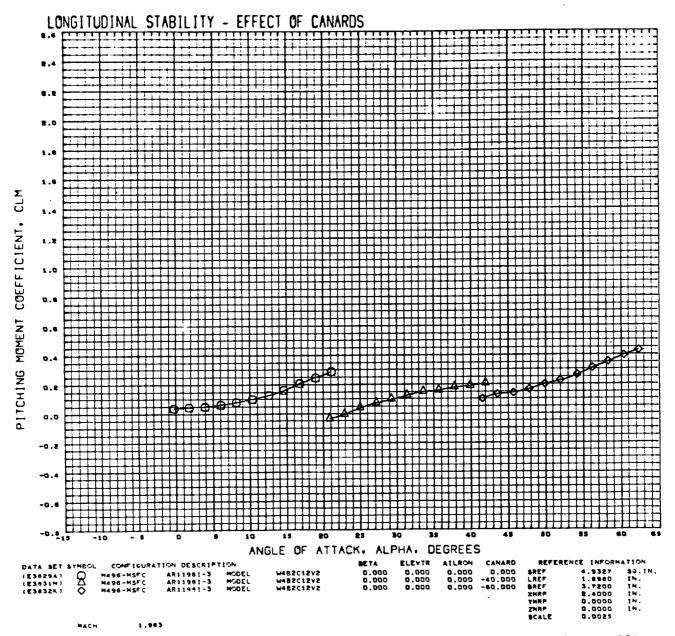


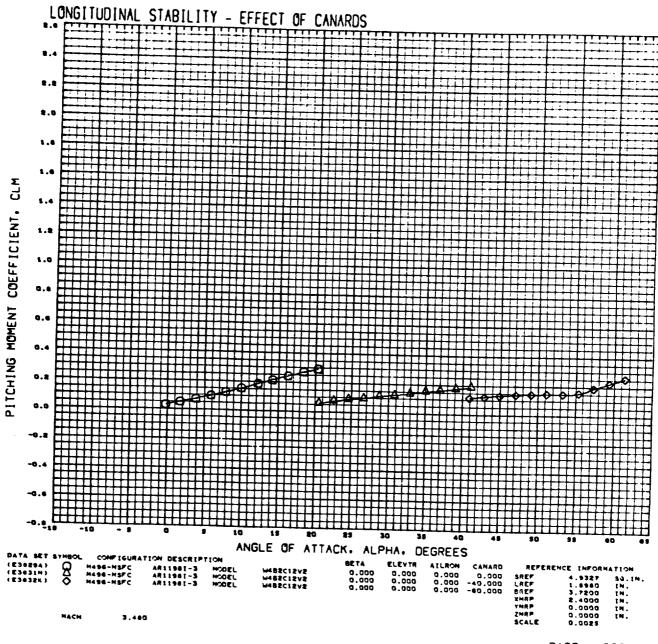


ł

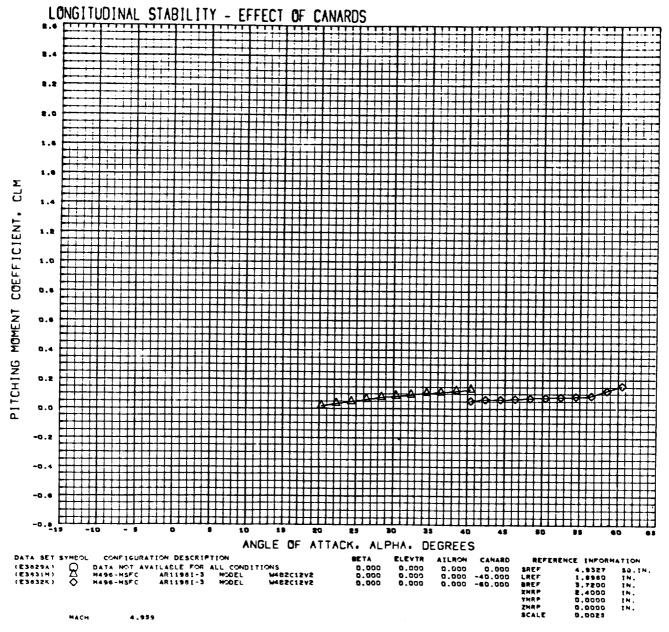


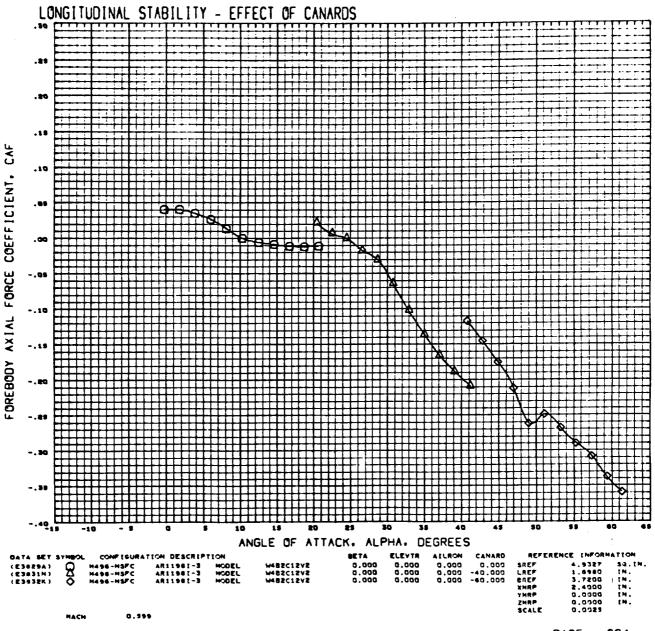




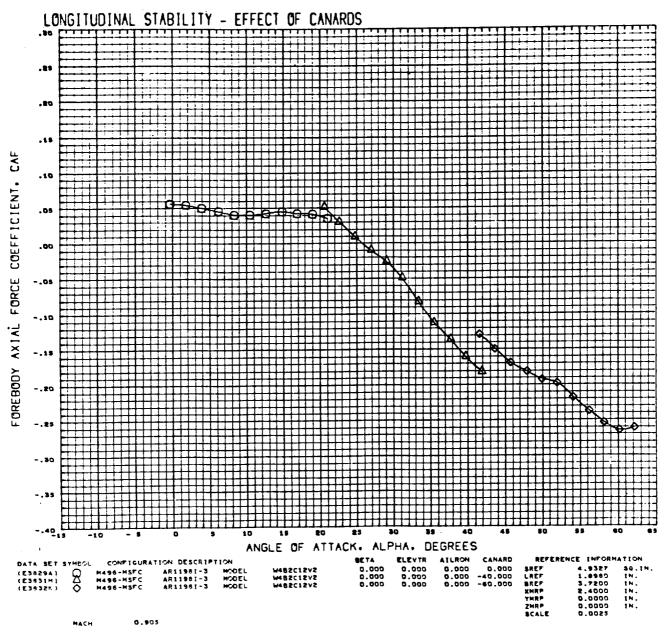


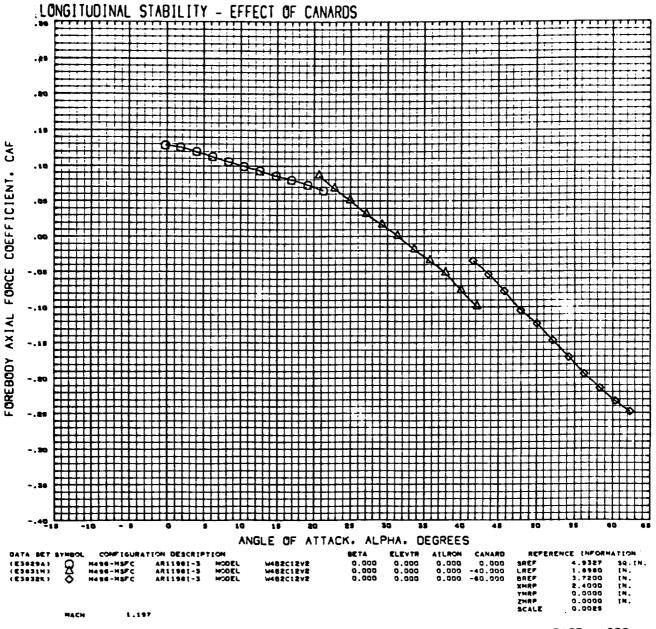
ſ

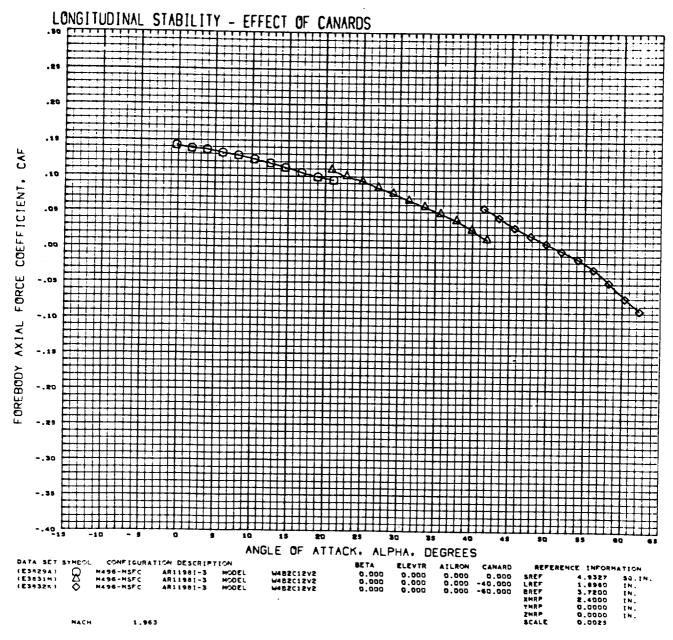


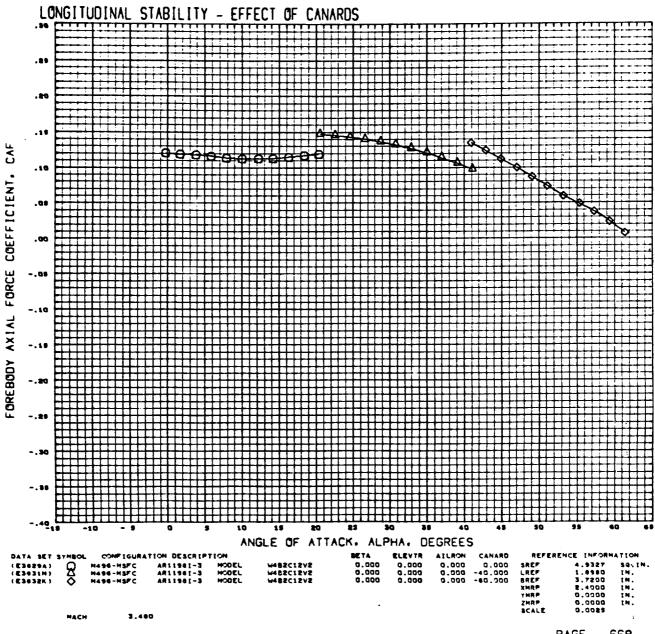


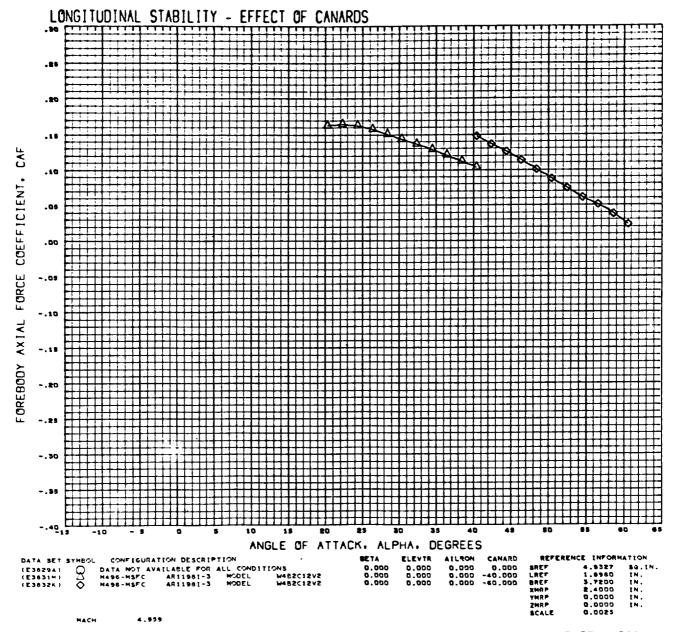
1

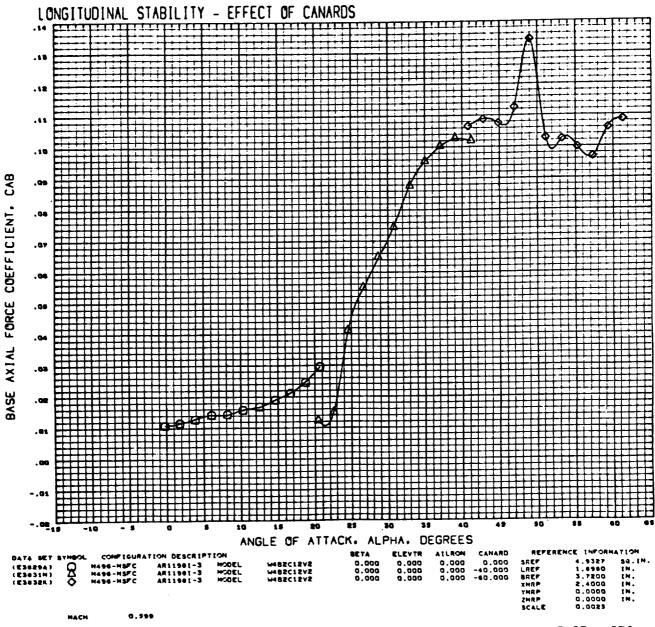




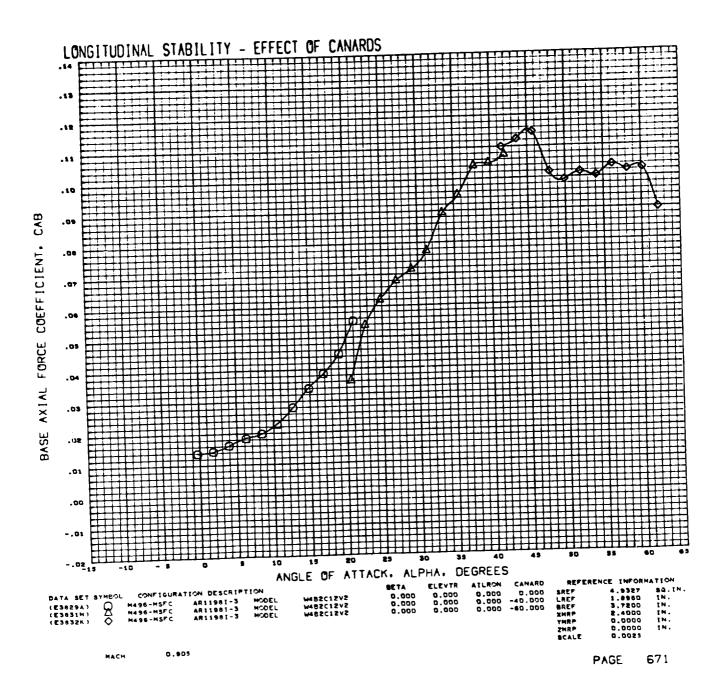


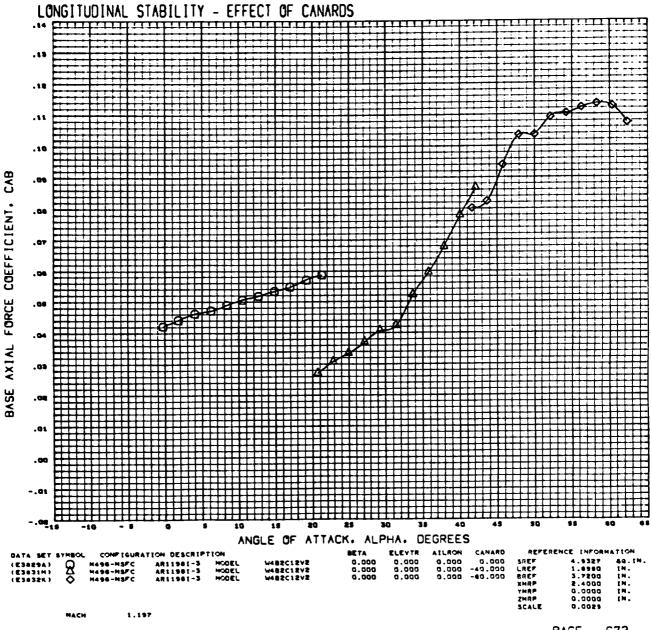


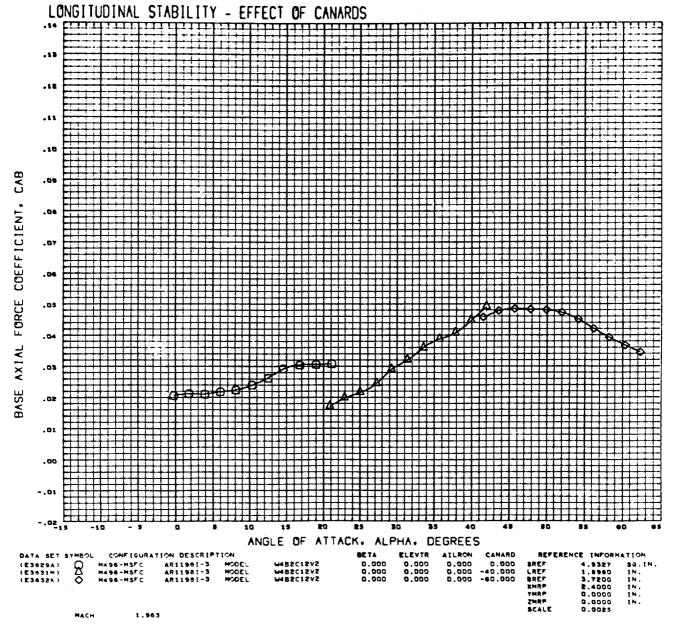


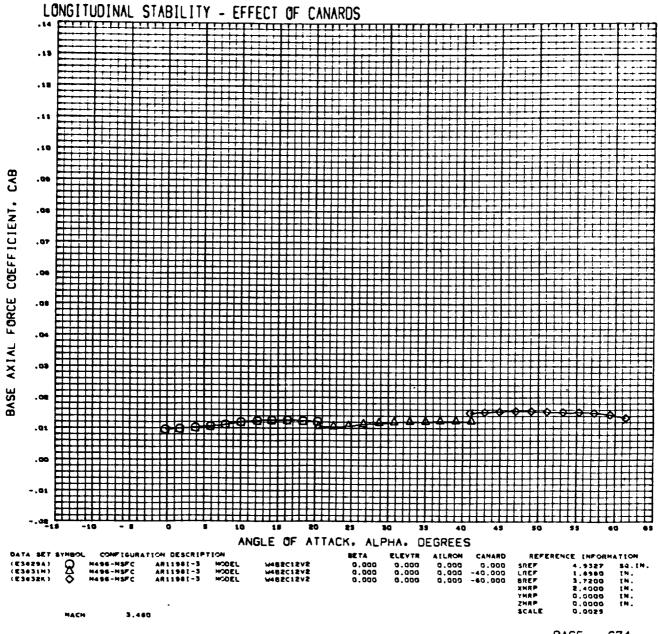


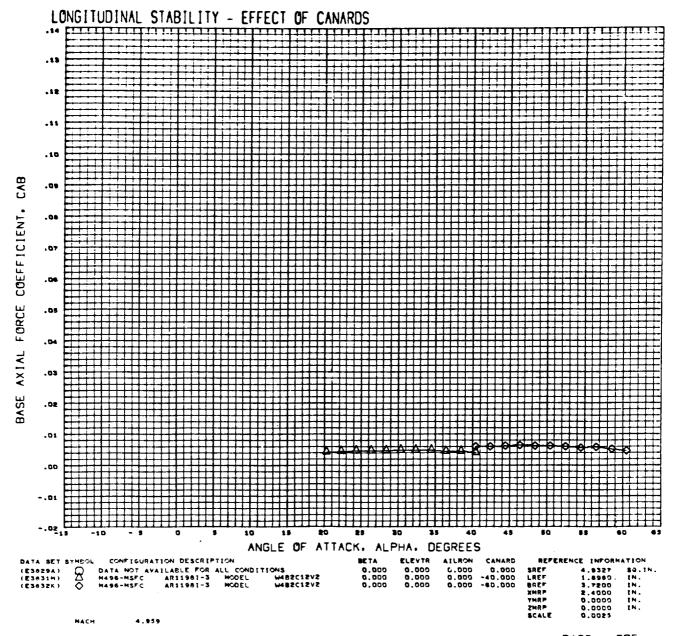
(

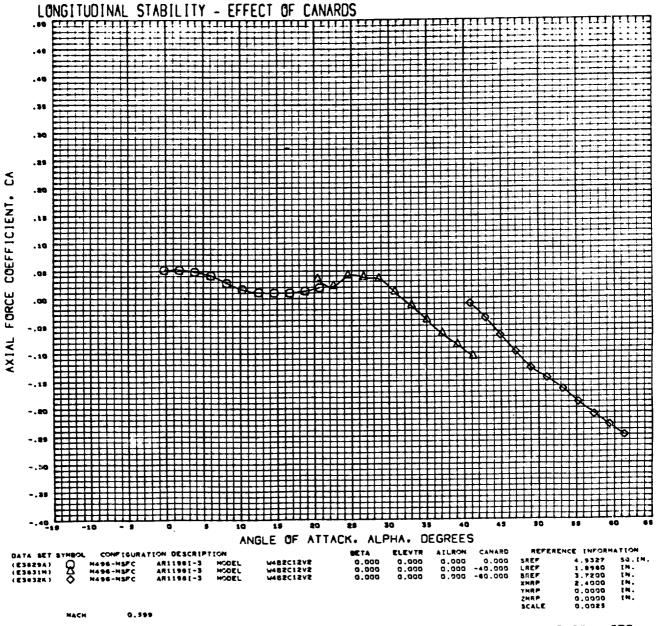


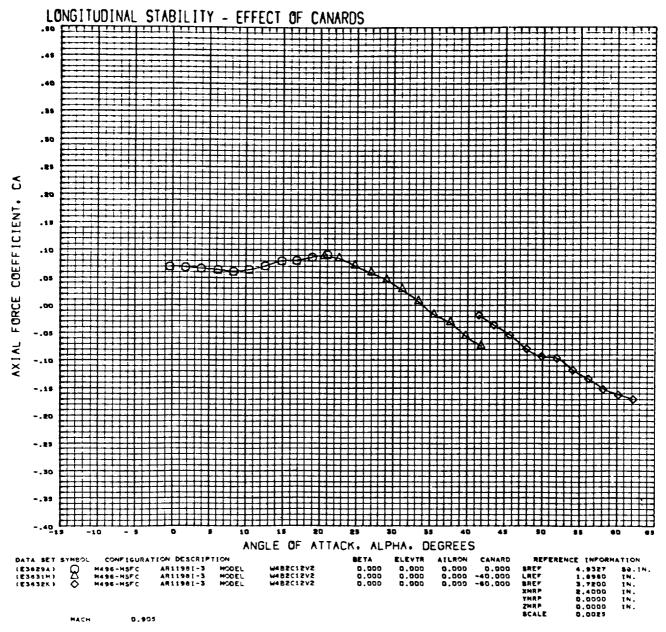


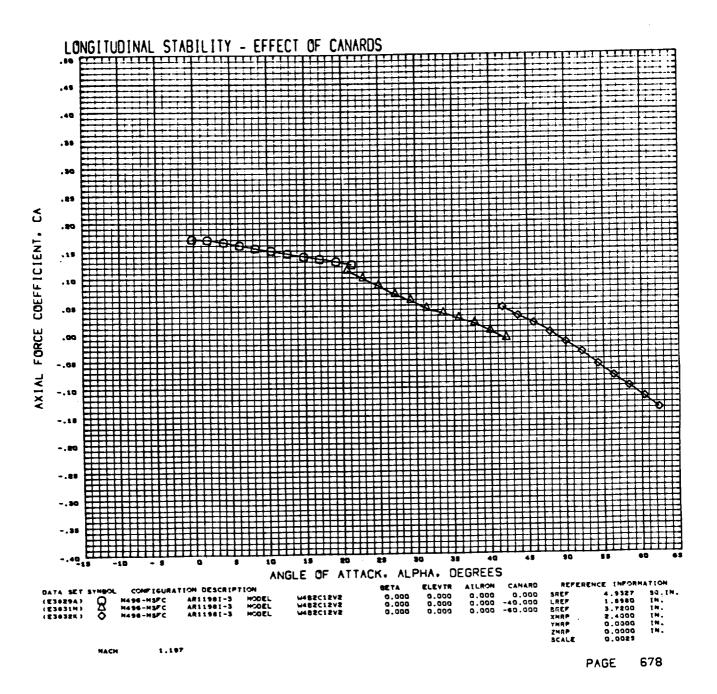


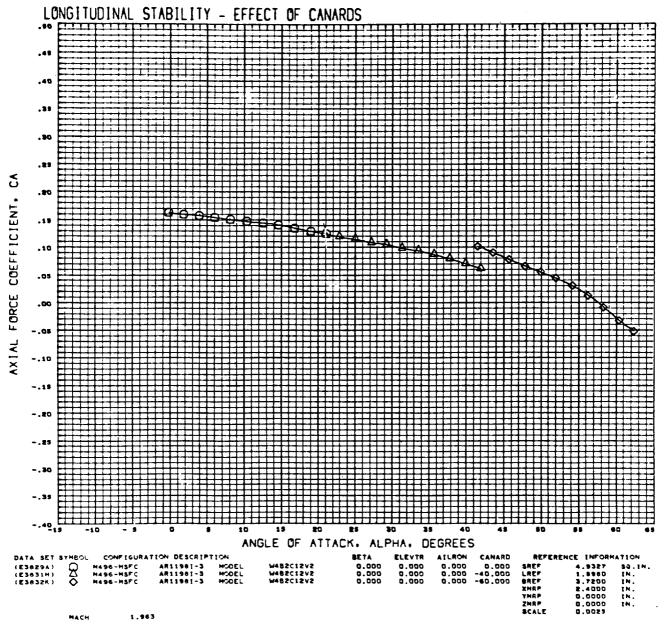


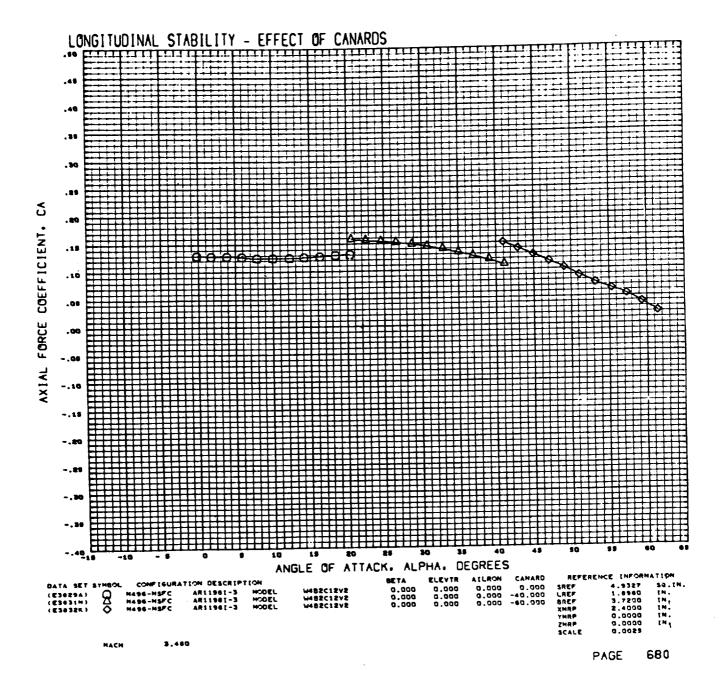


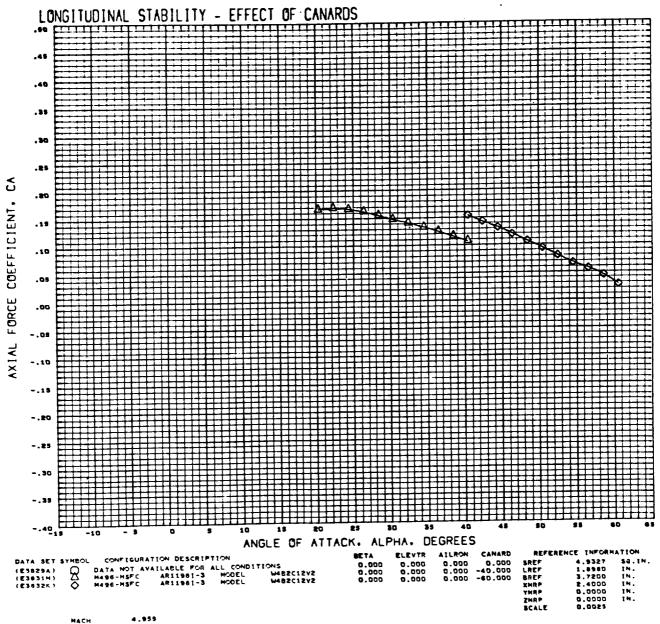


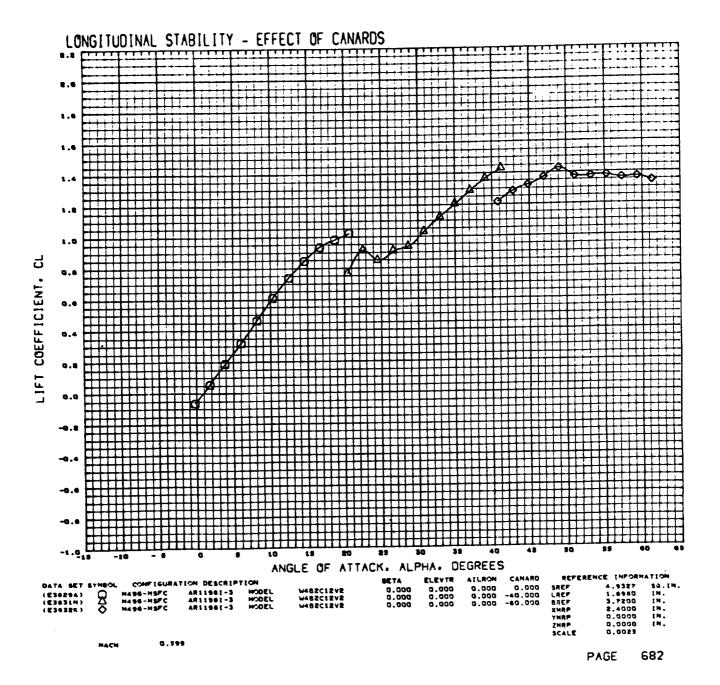


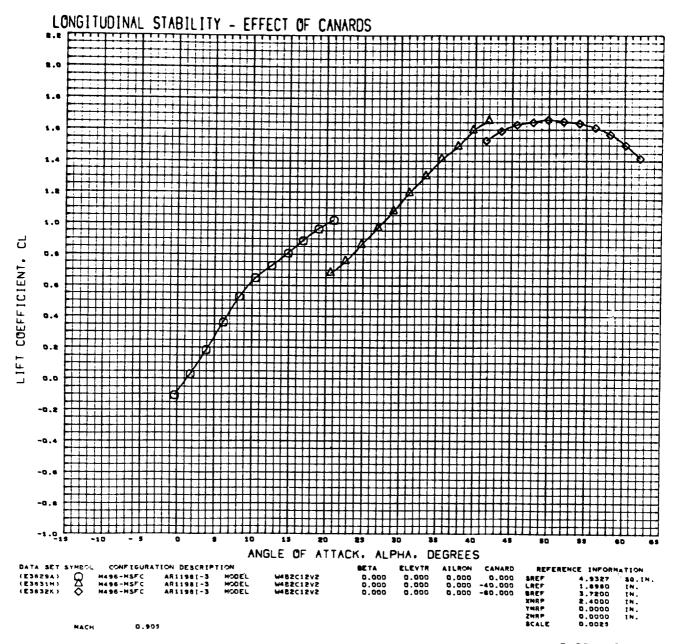


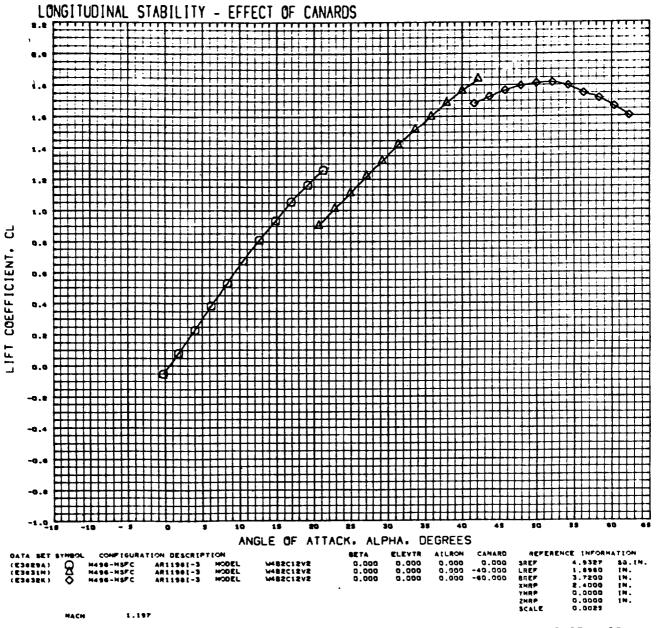


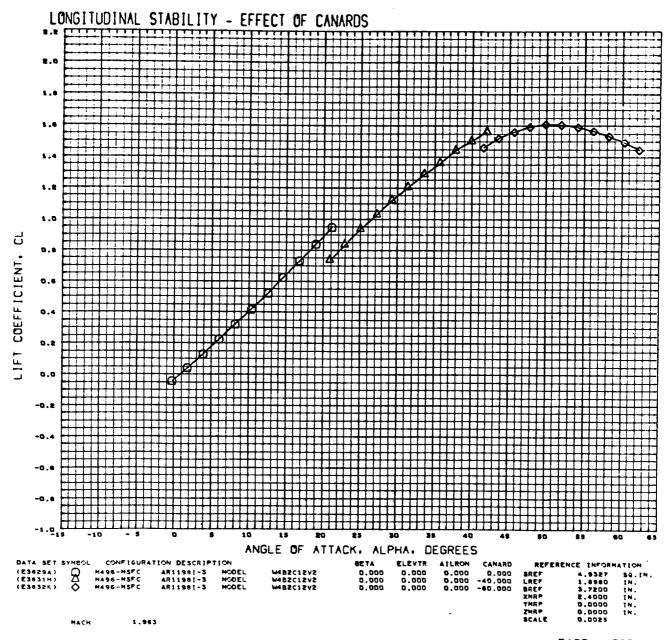


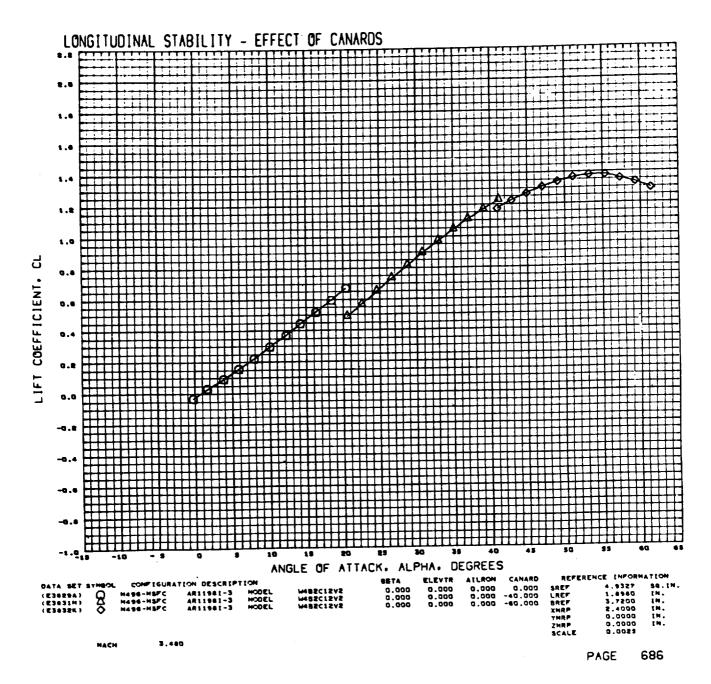


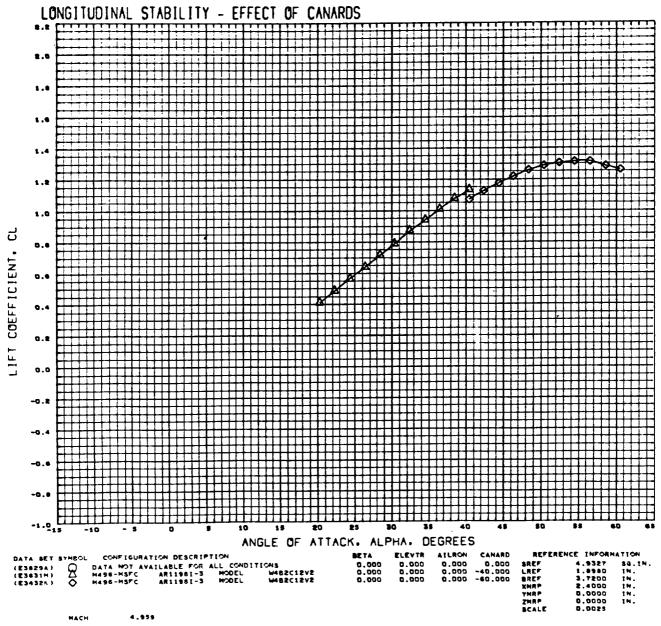


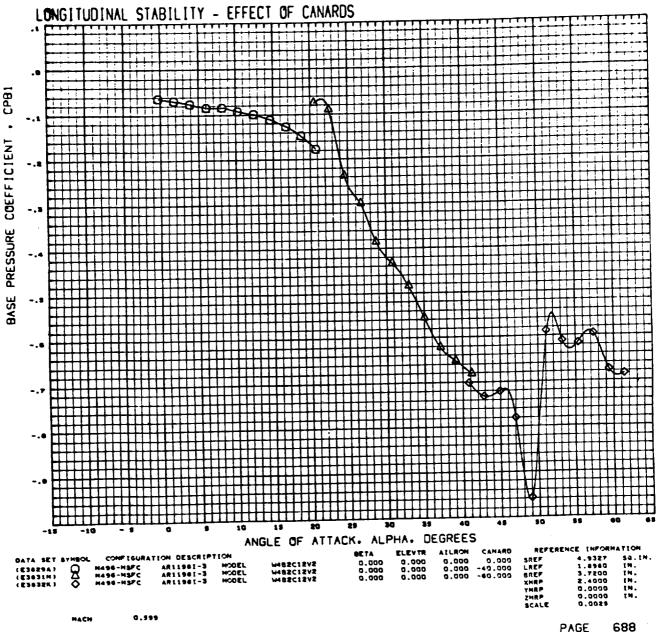


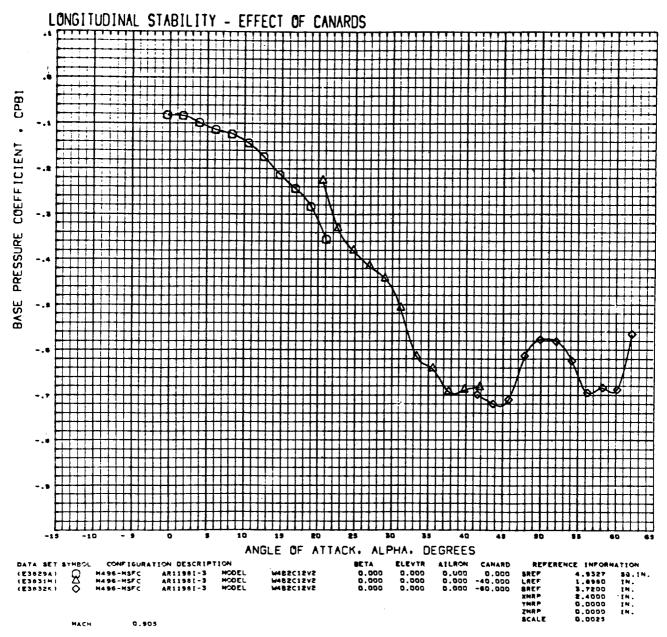


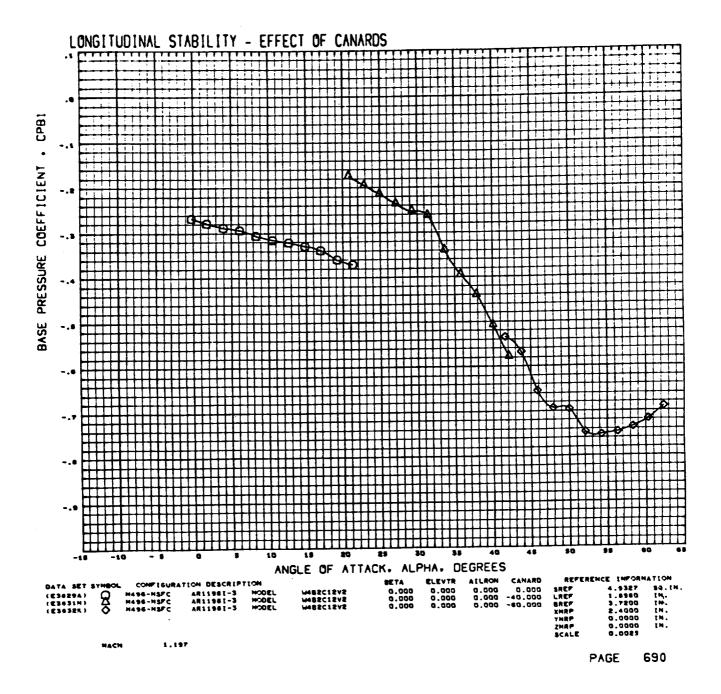


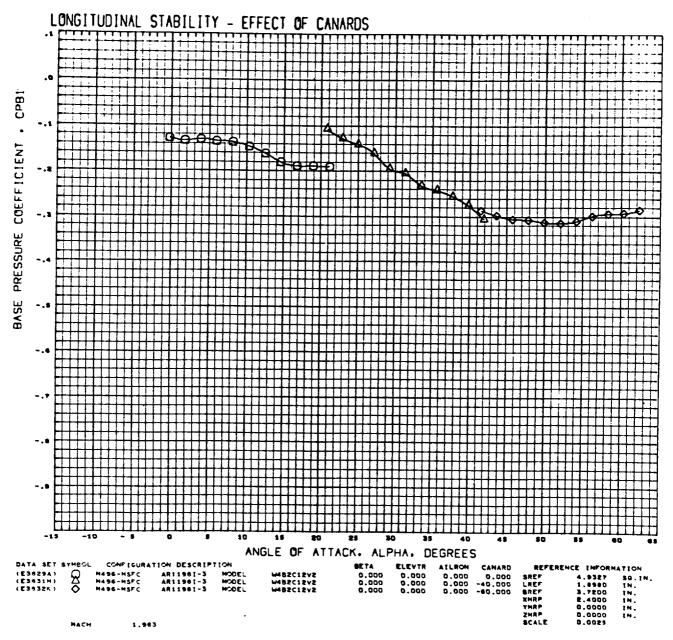




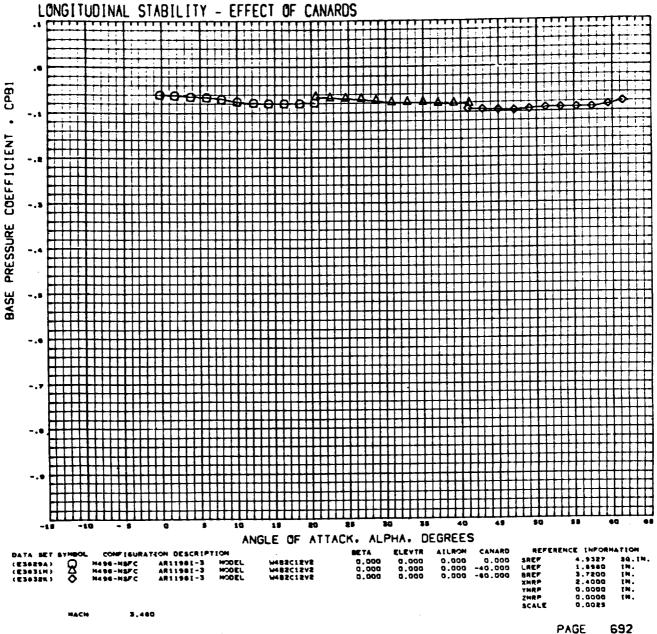


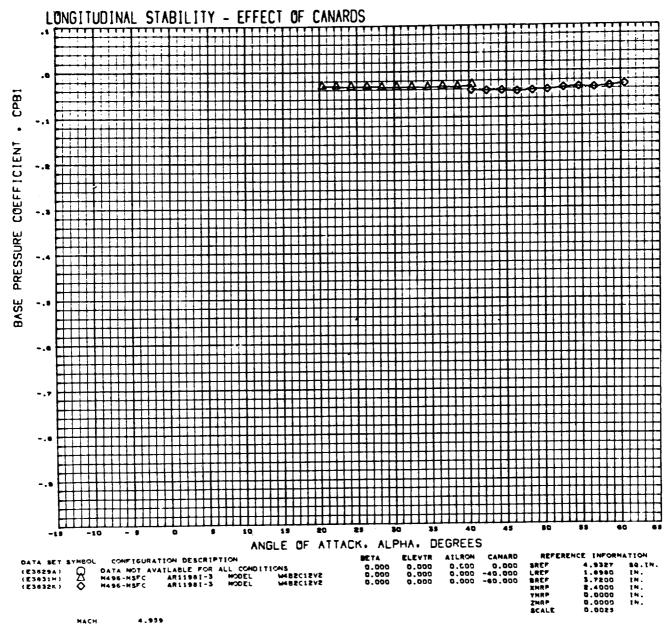


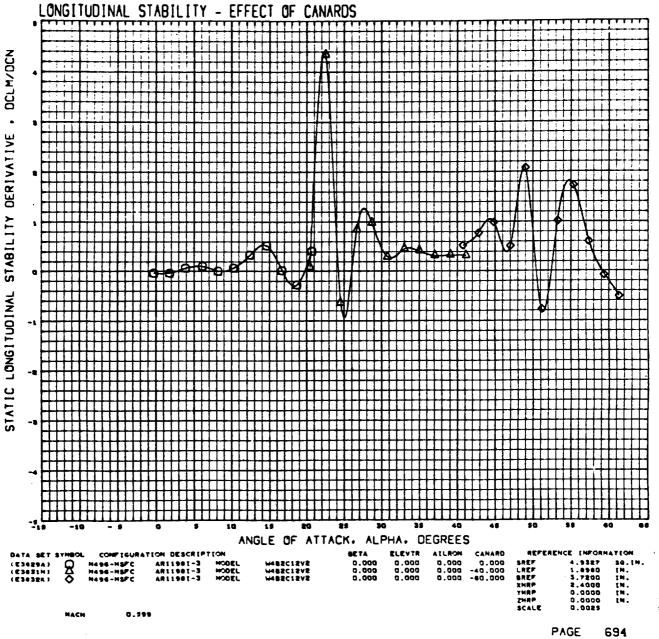


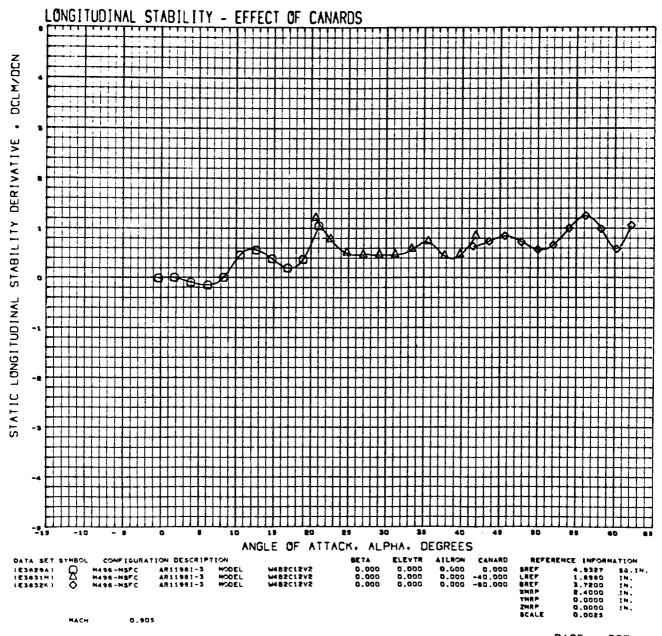


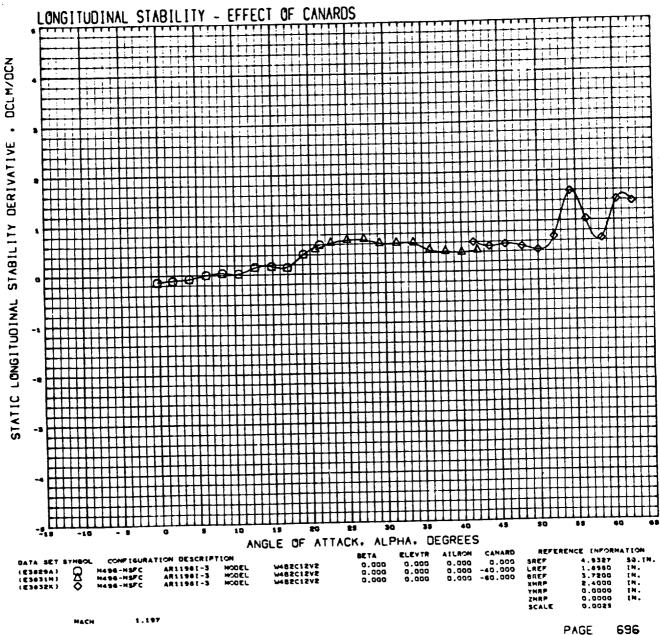
j



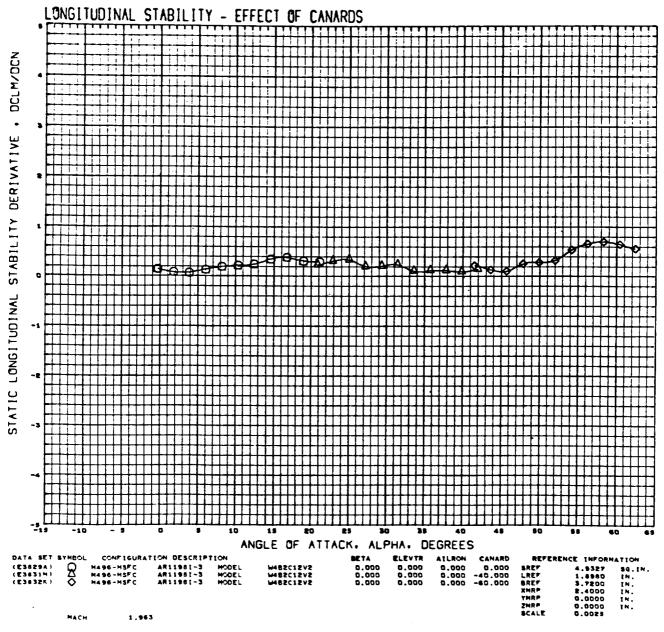


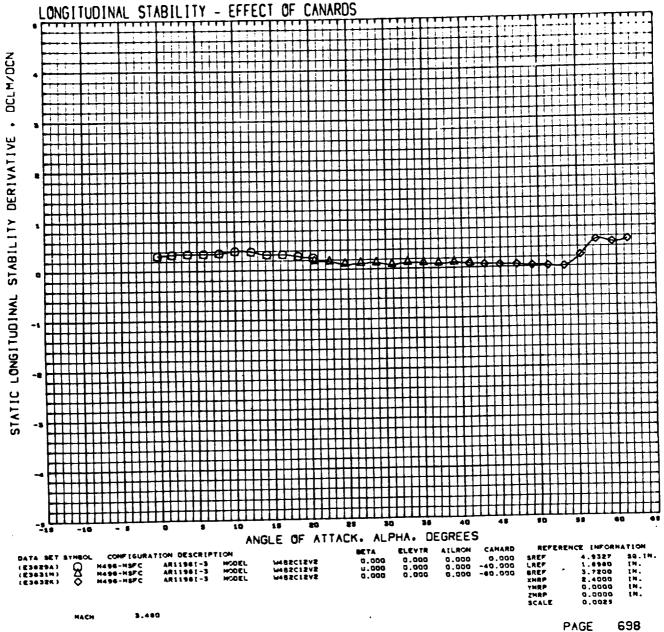


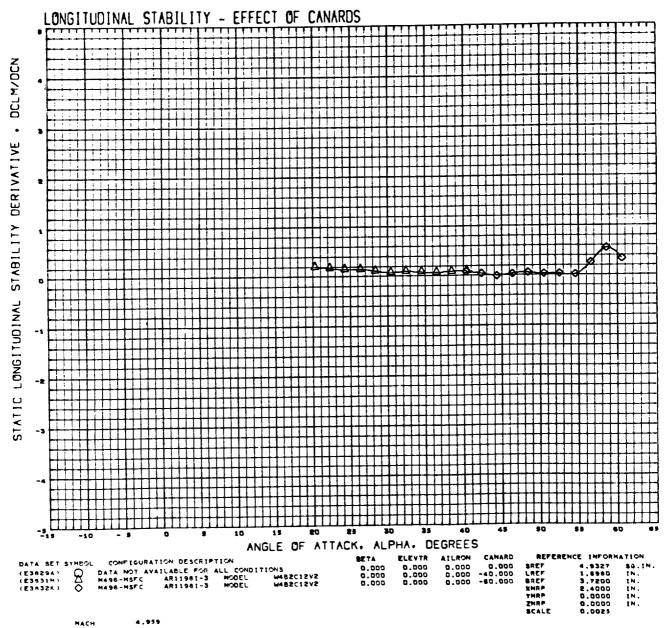


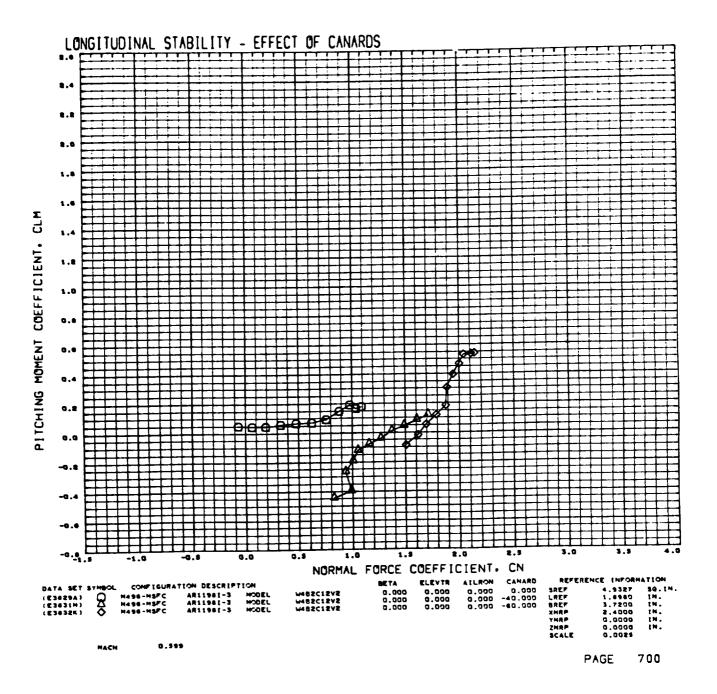


ĺ

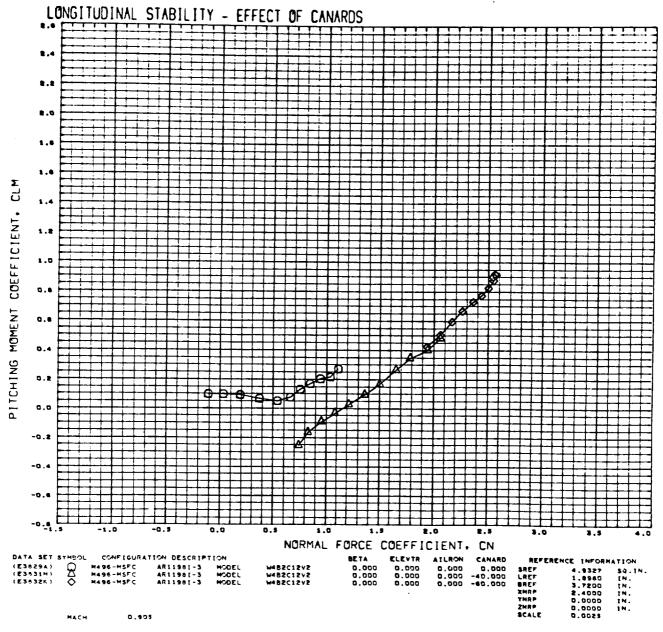




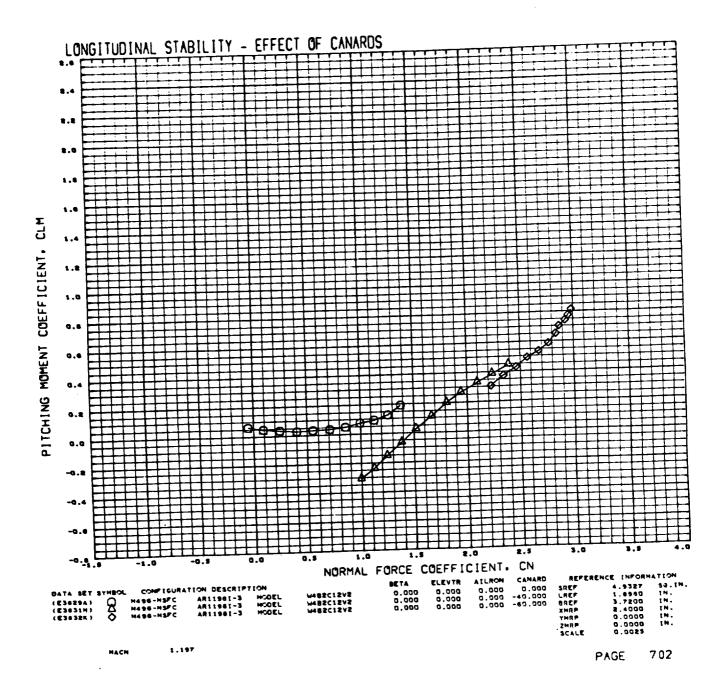


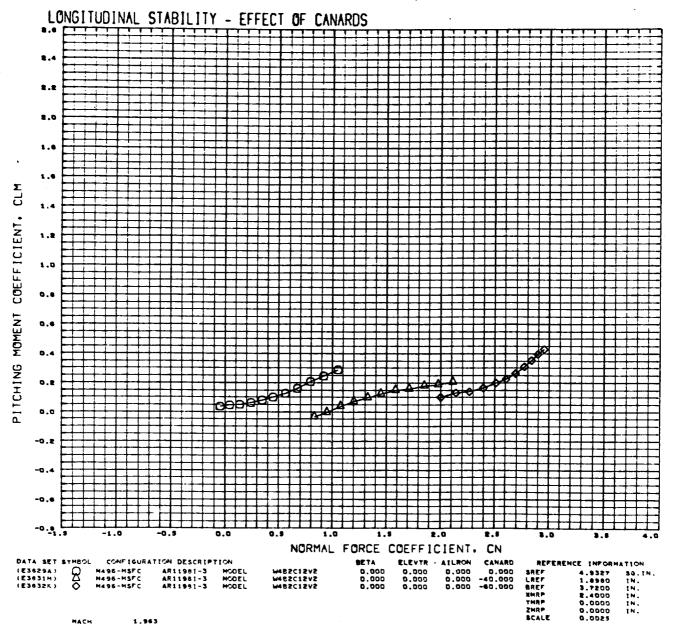


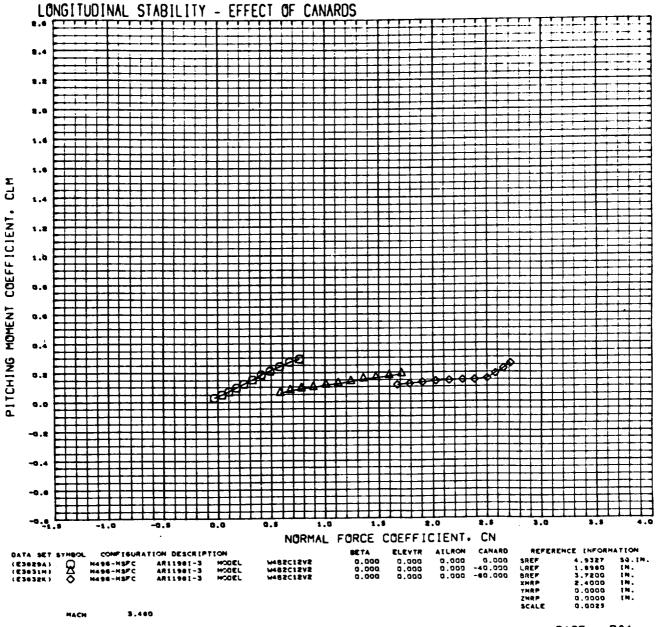
'

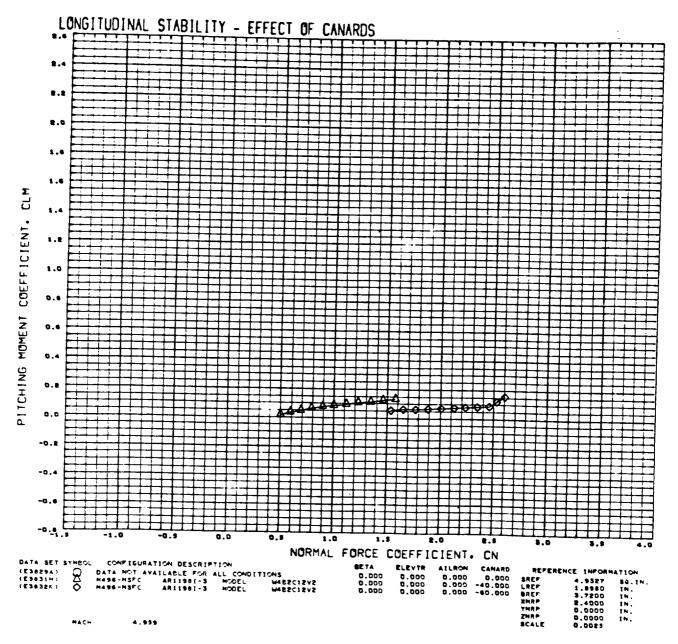


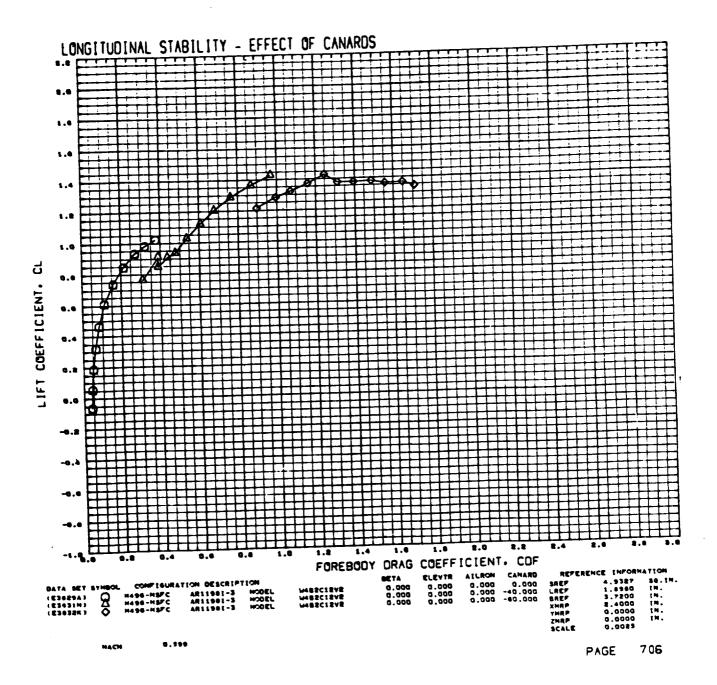
)

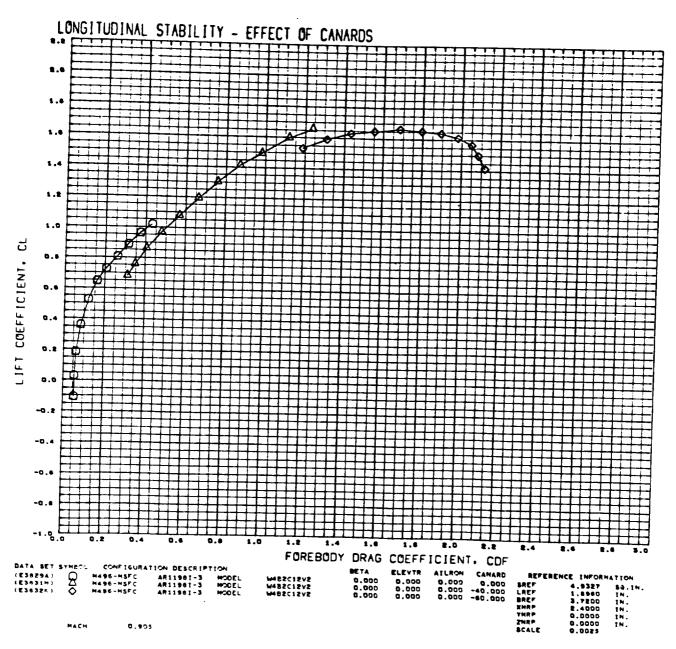




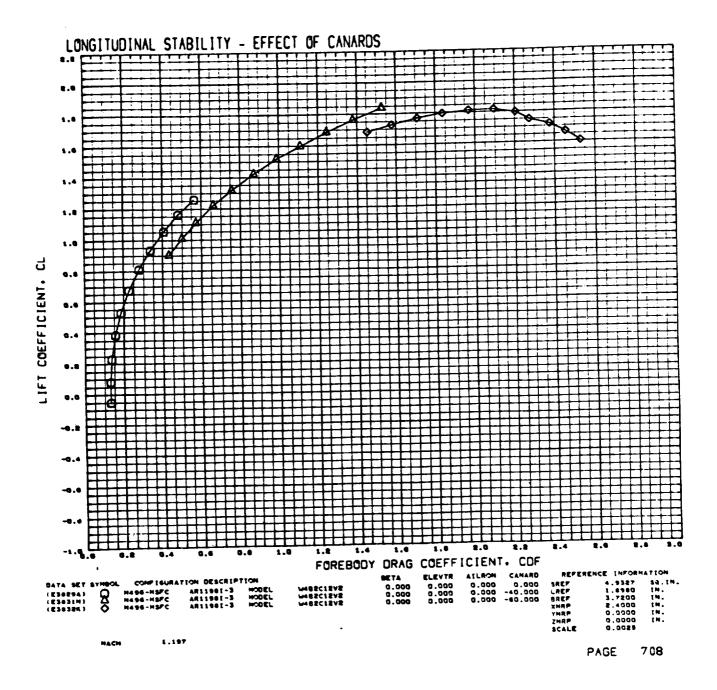


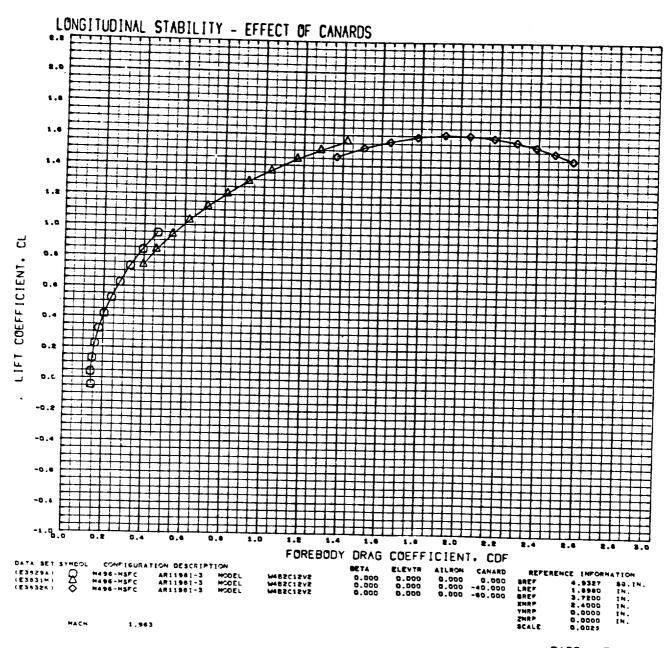


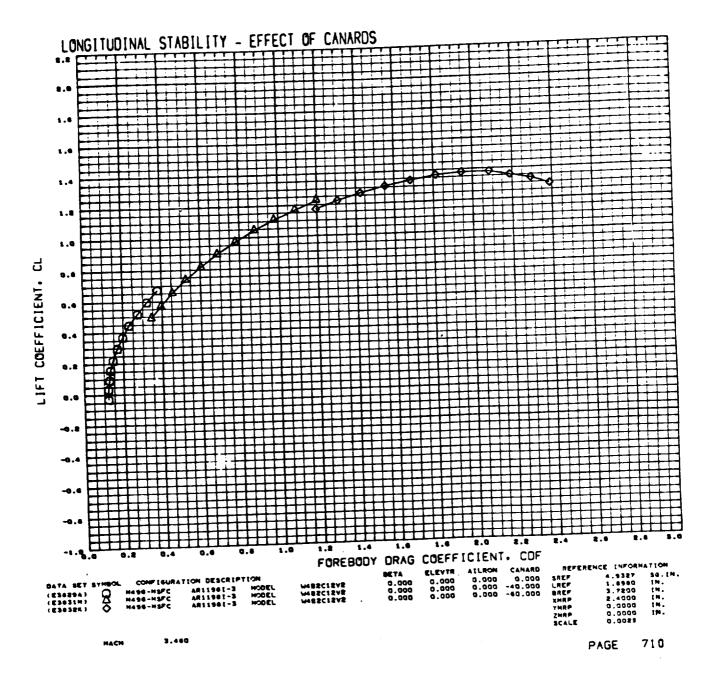


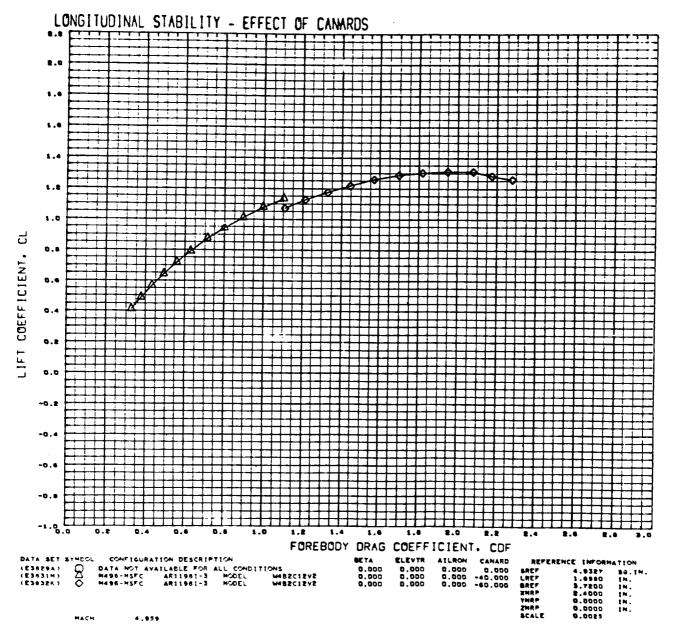


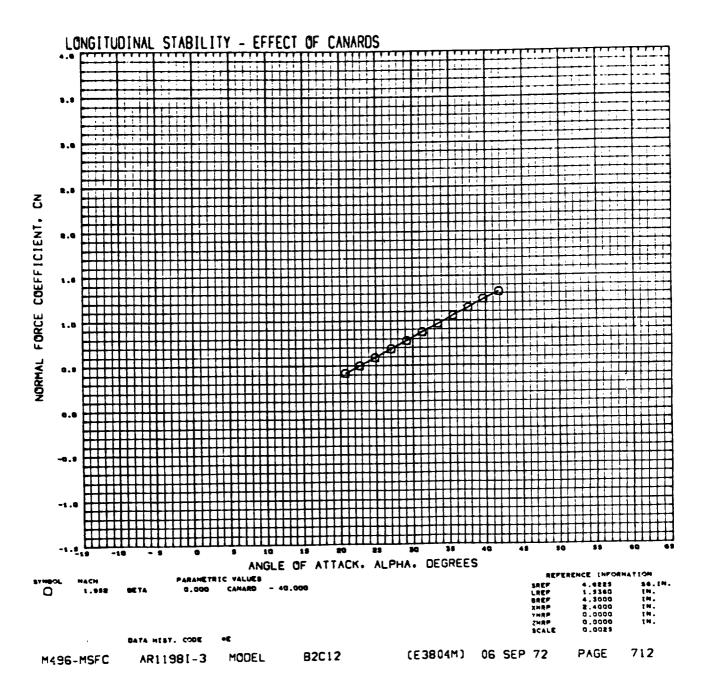
)



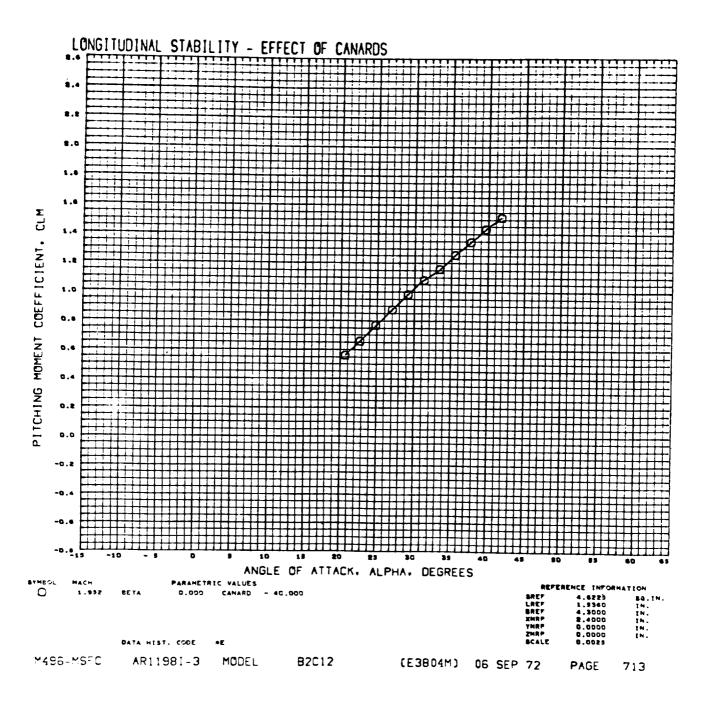




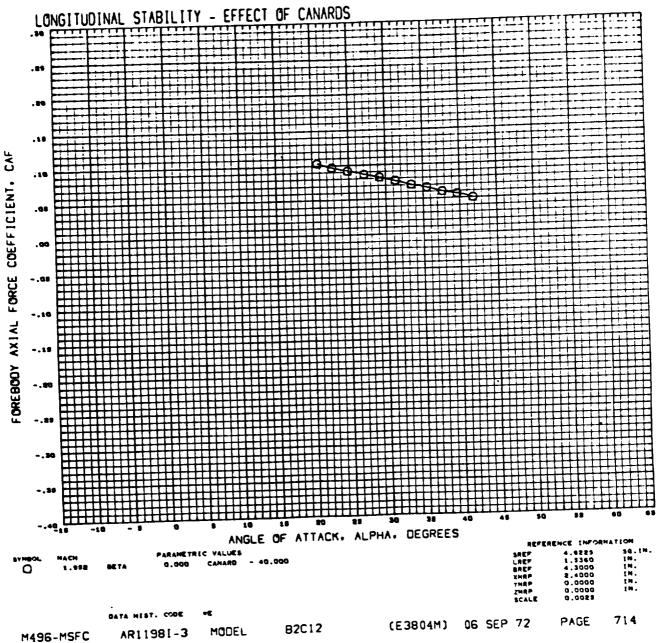




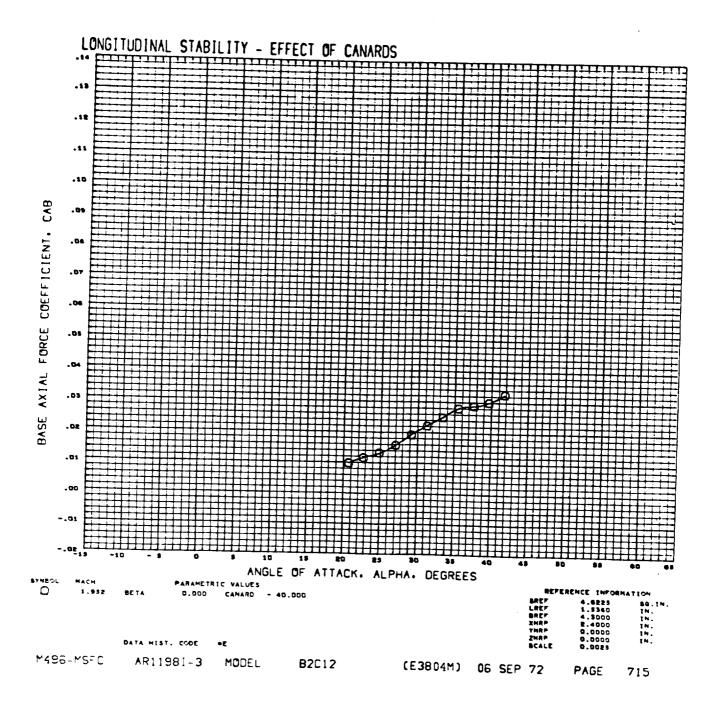
Ĺ

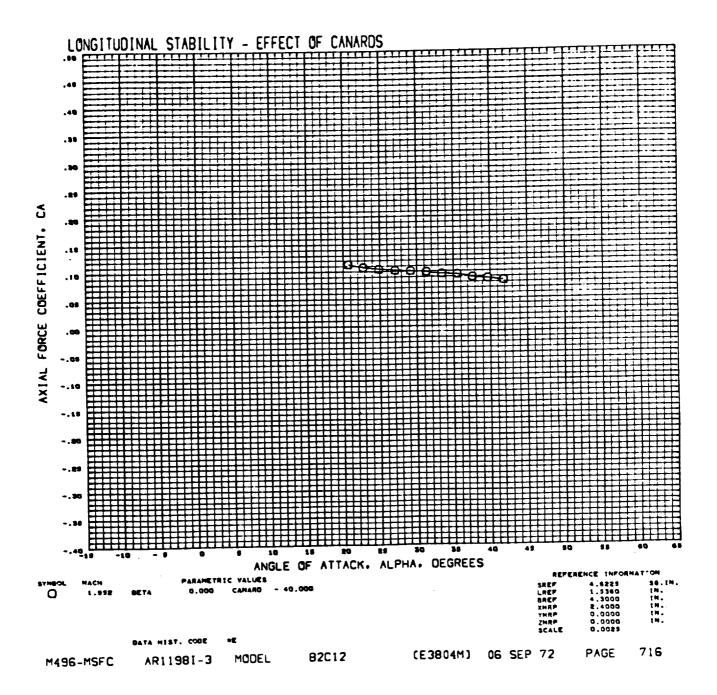


)

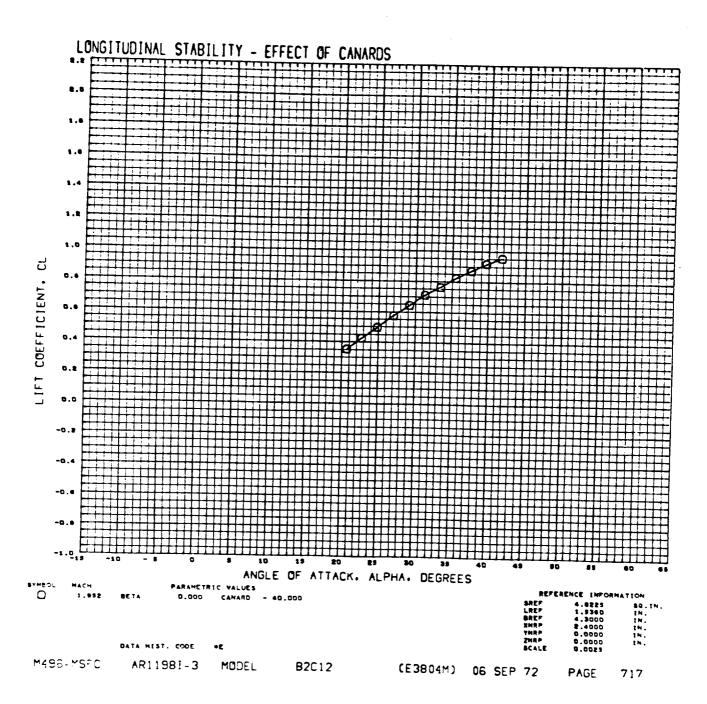


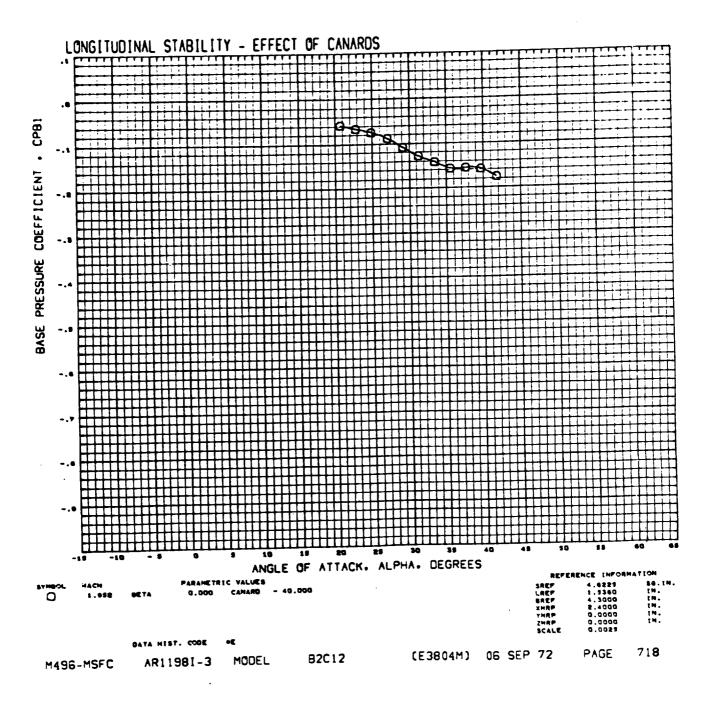
•



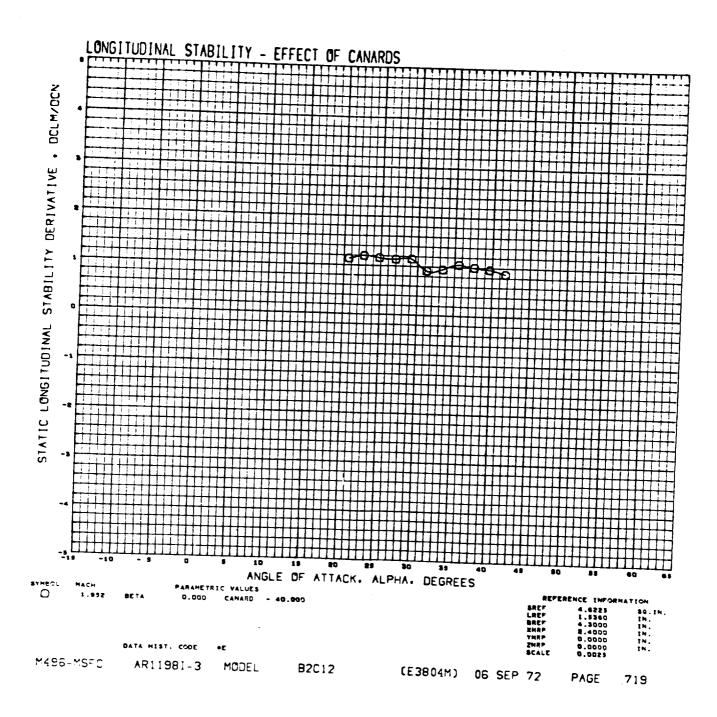


ţ

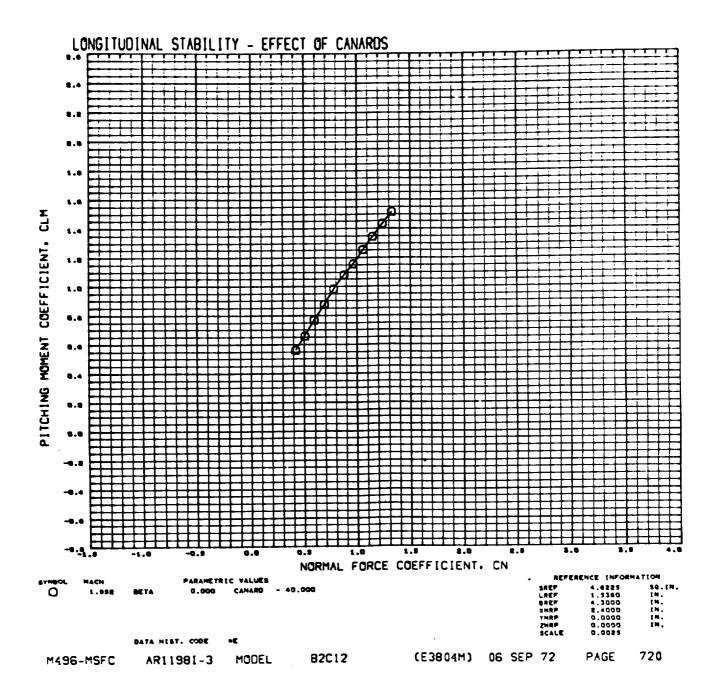


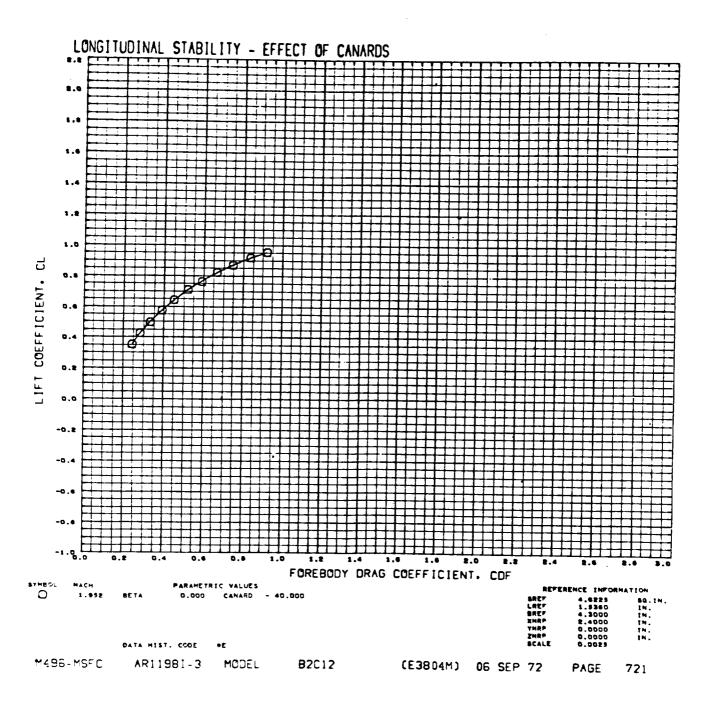


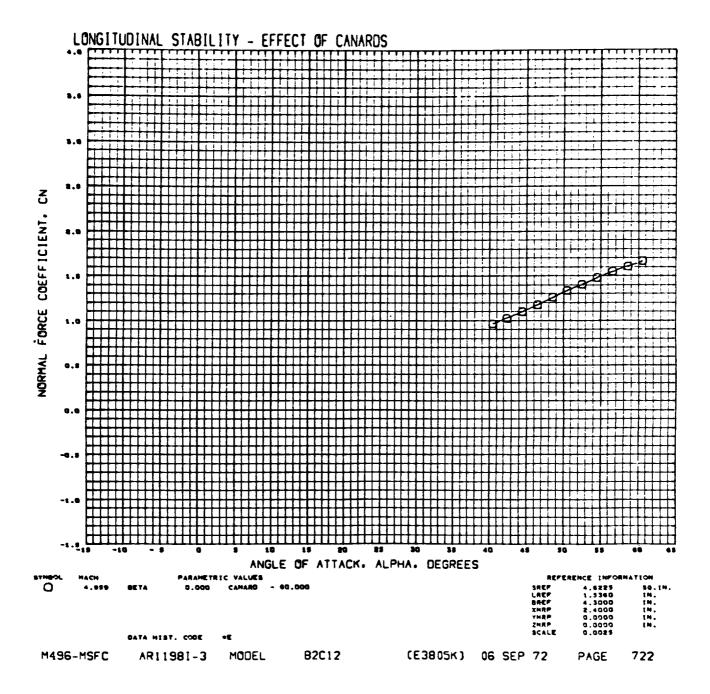
,



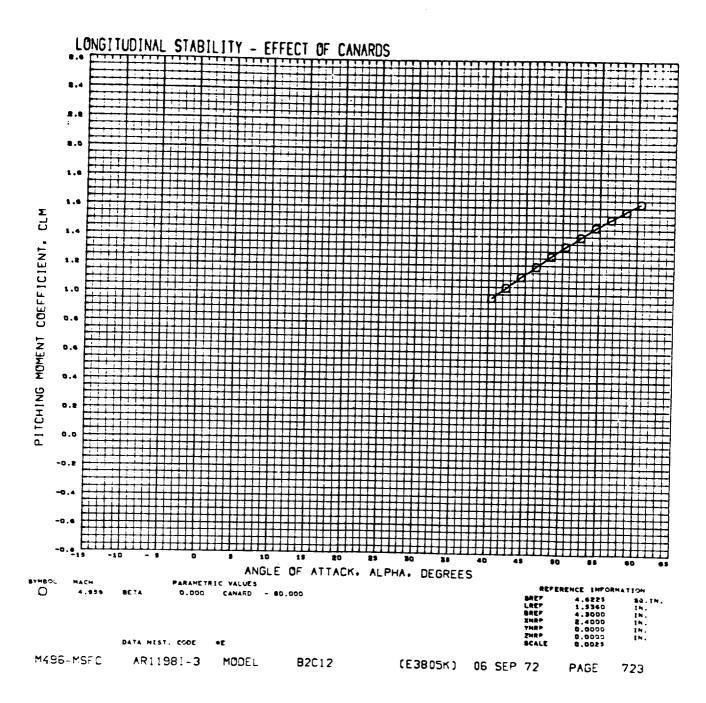
)

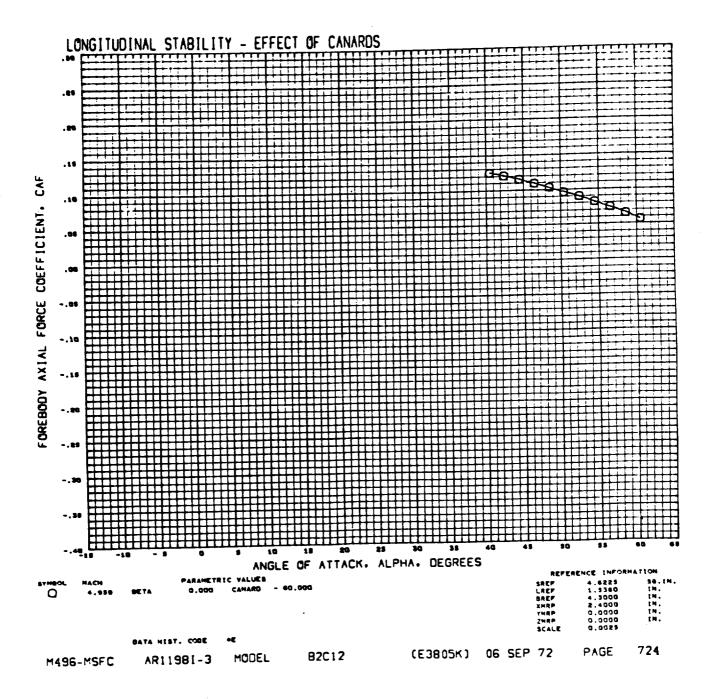




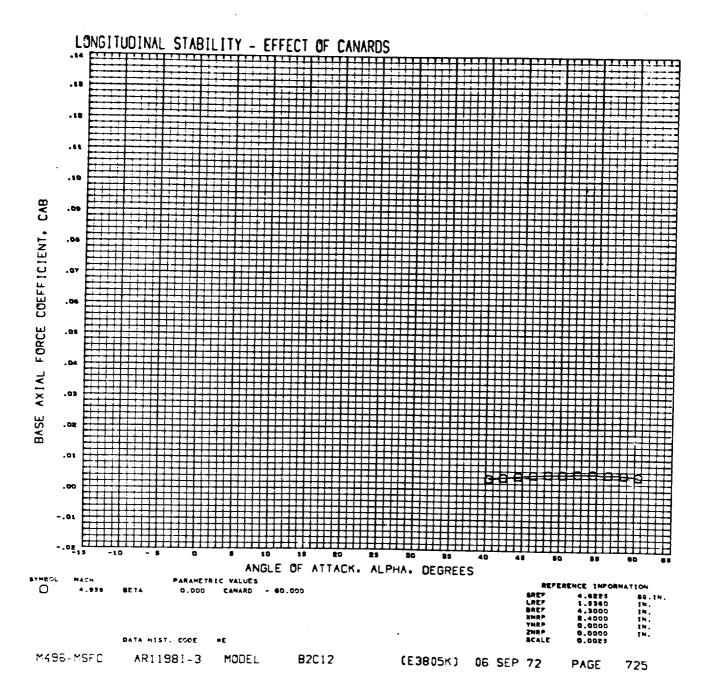


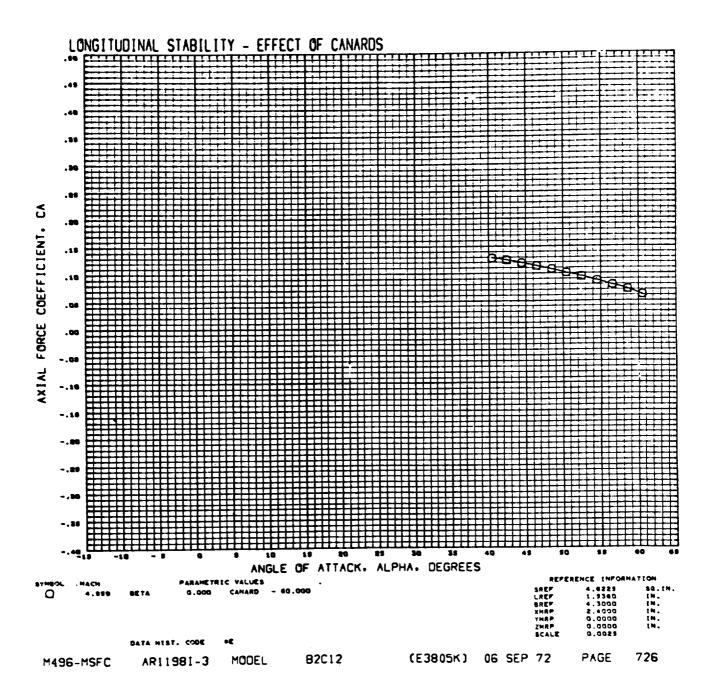
(



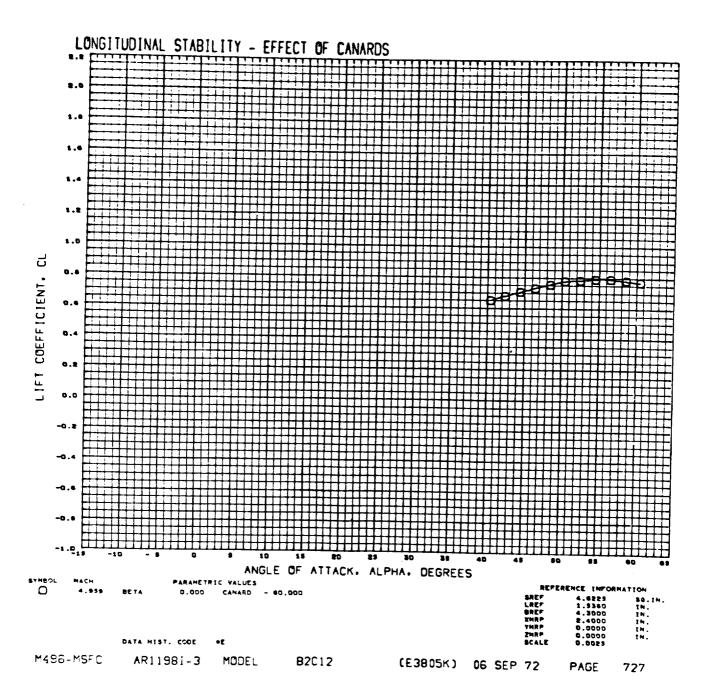


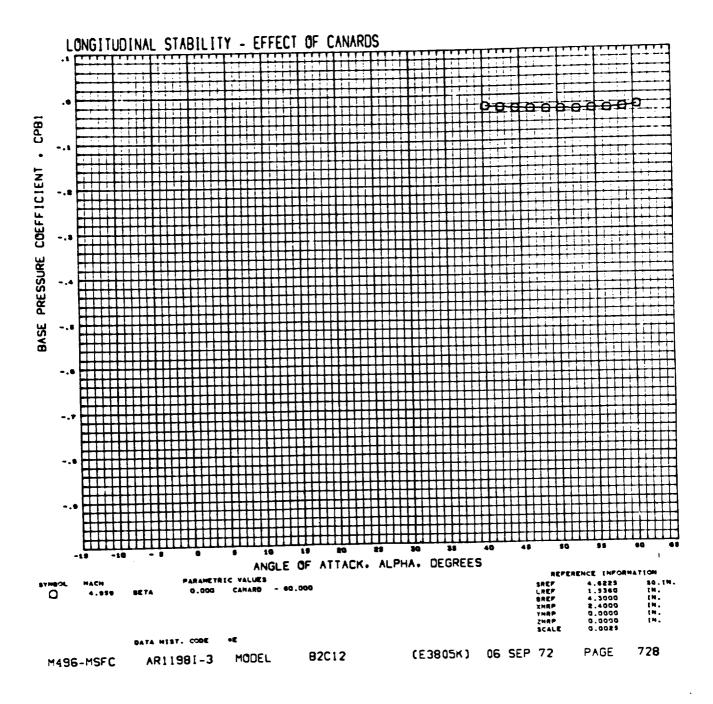
ı



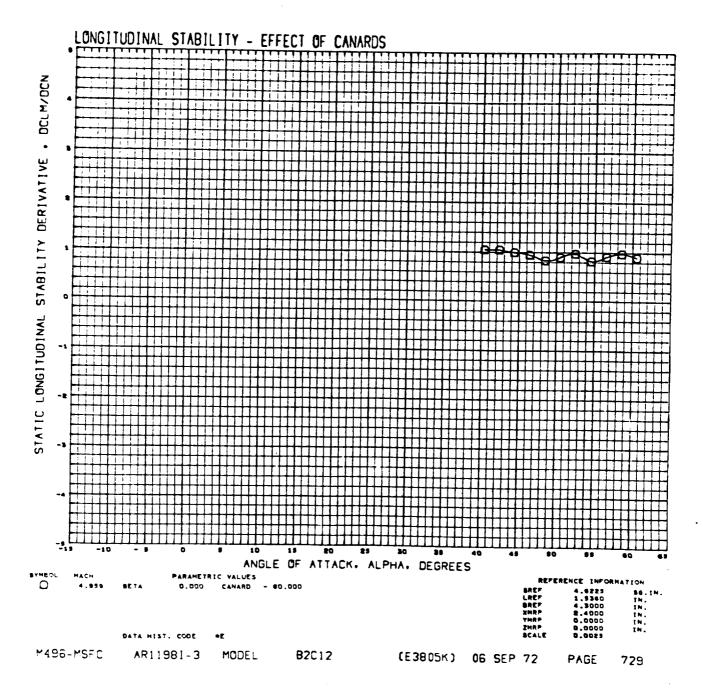


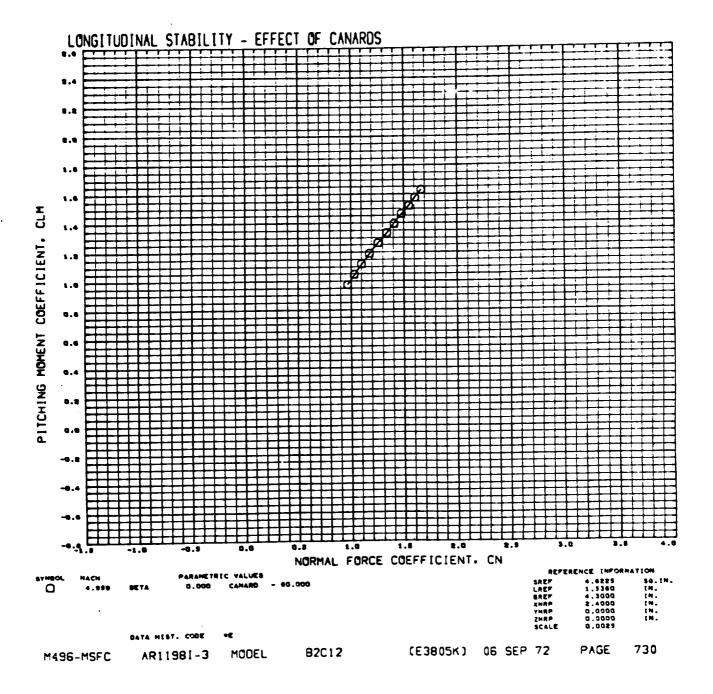
•



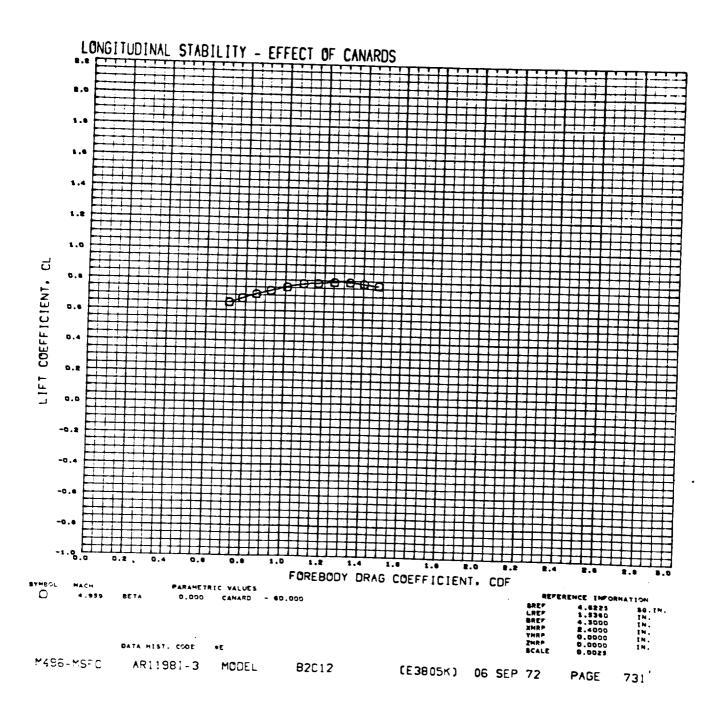


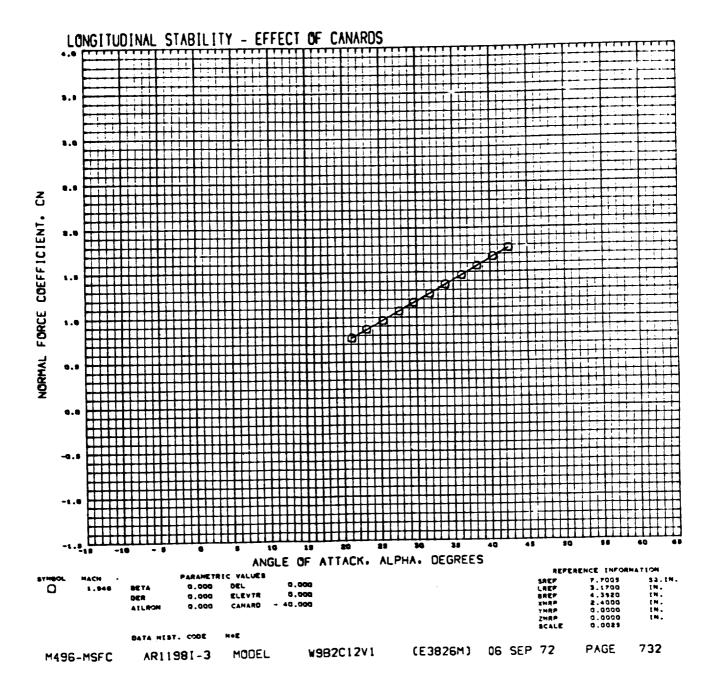
(

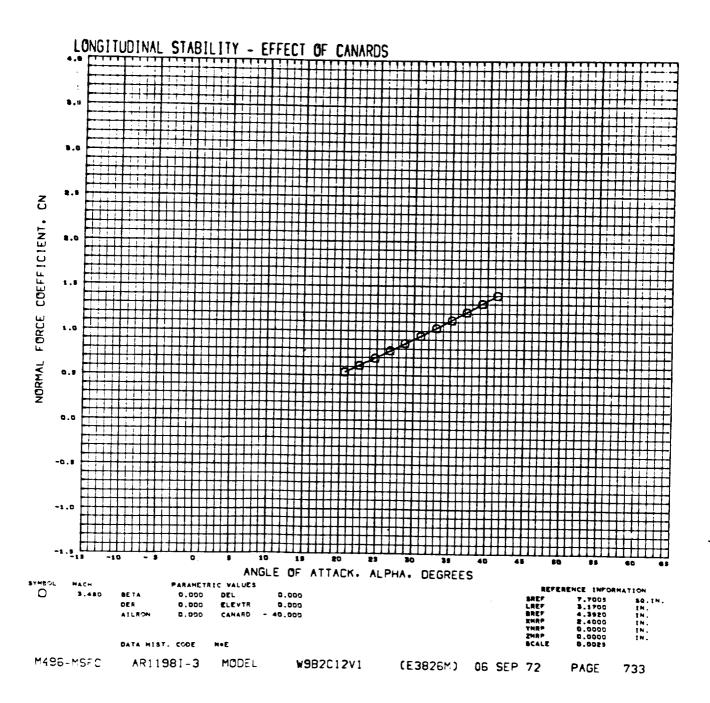


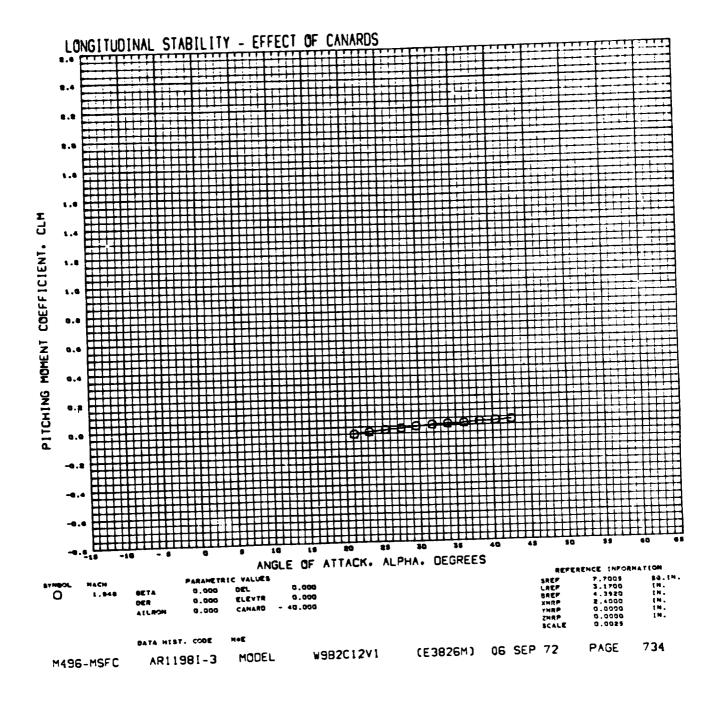


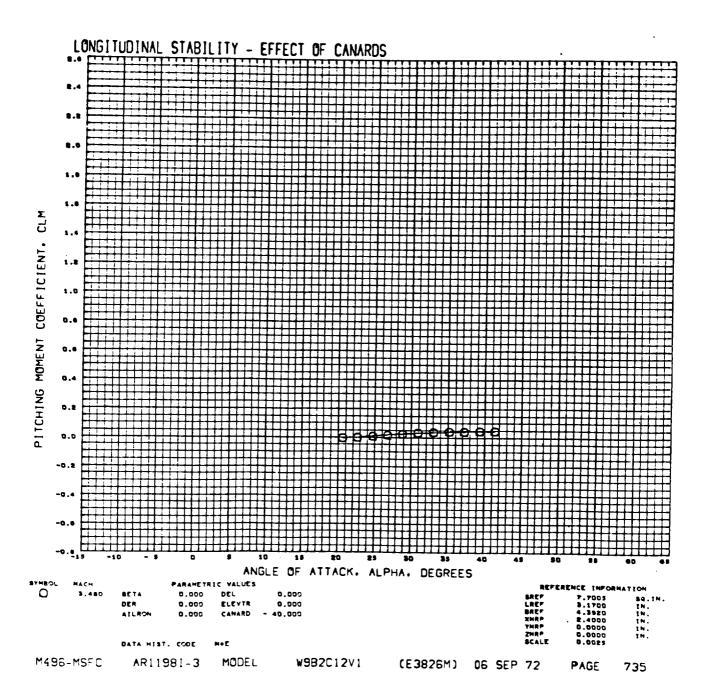
ı

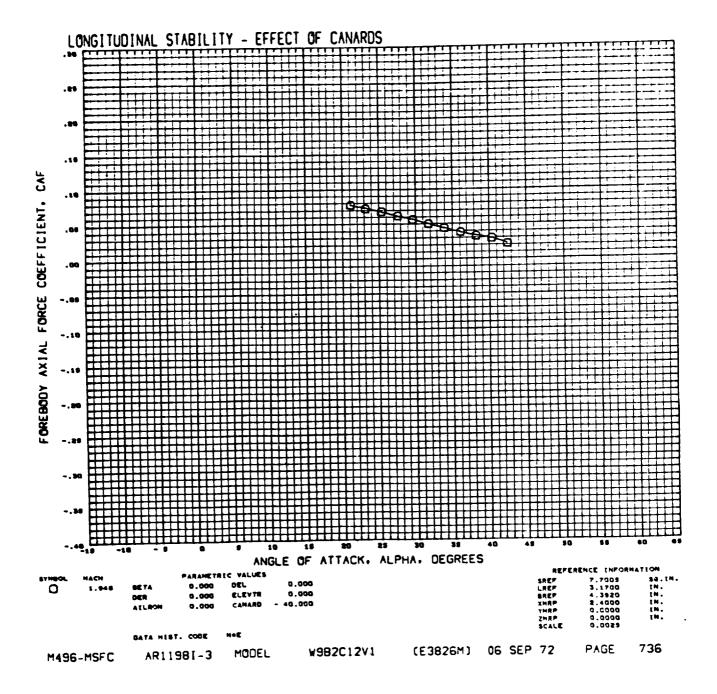




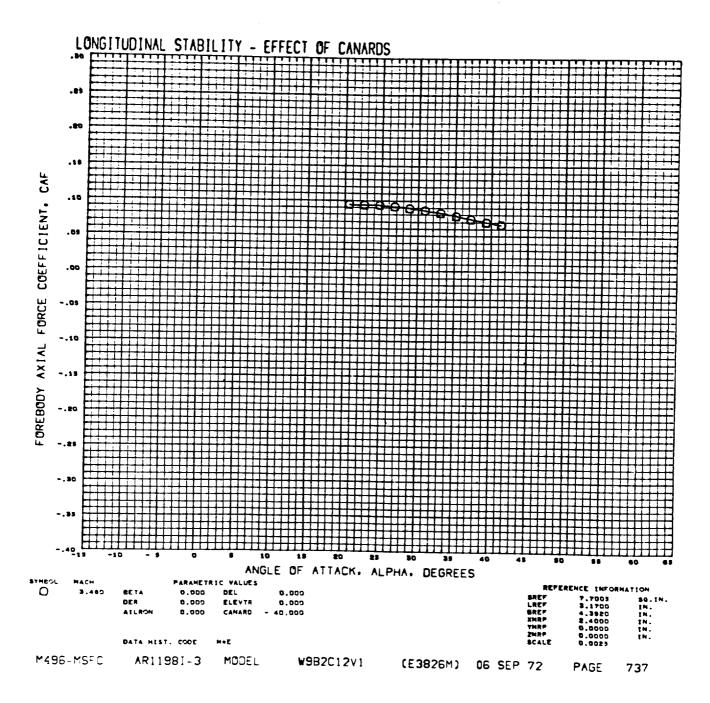


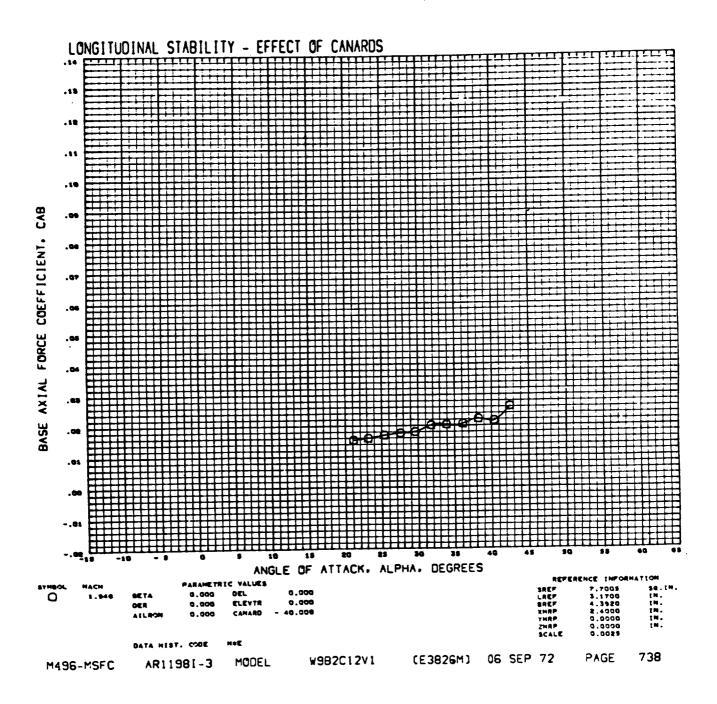




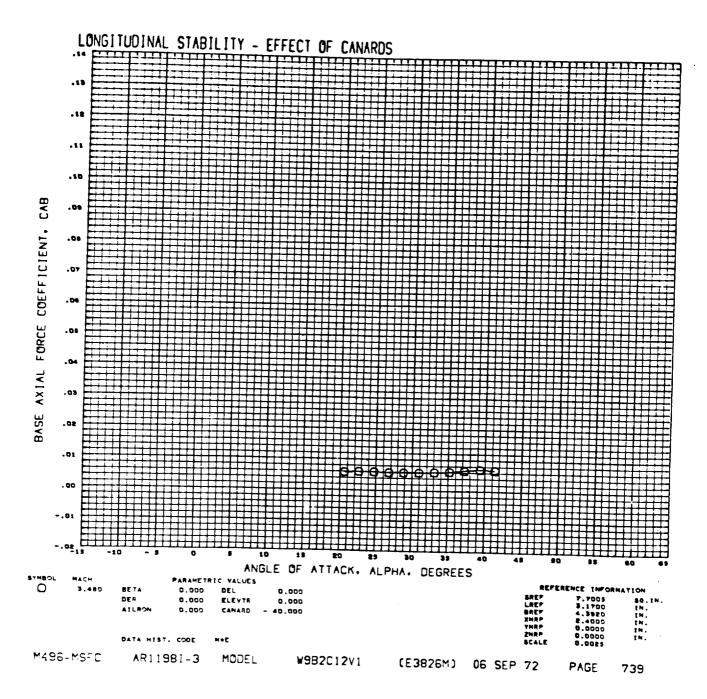


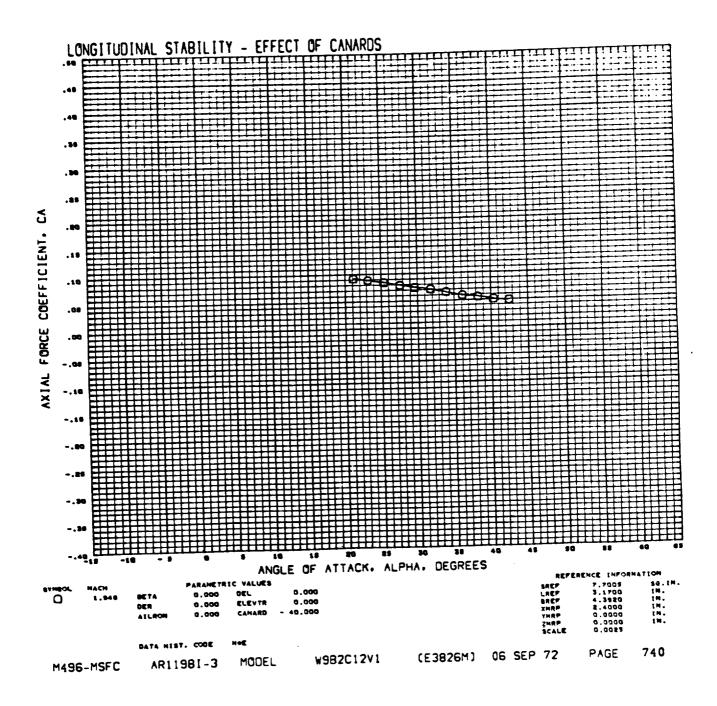
Ì



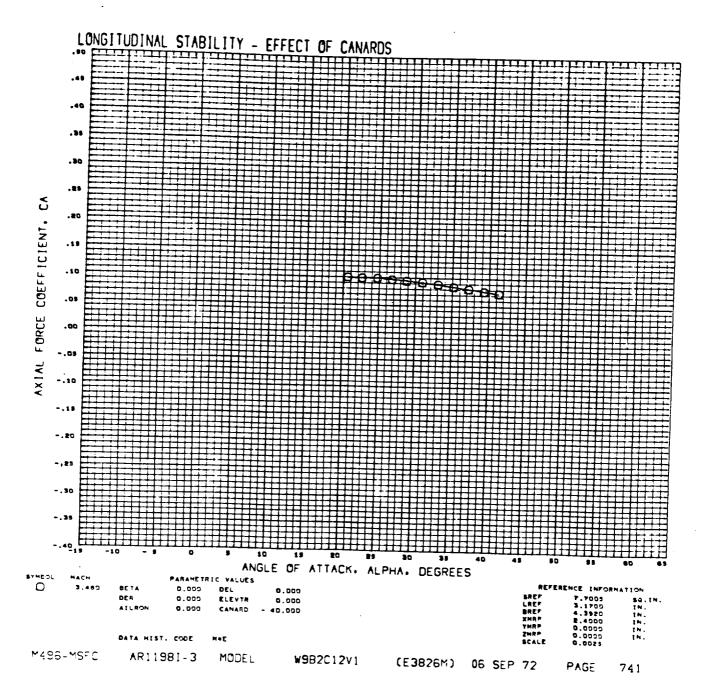


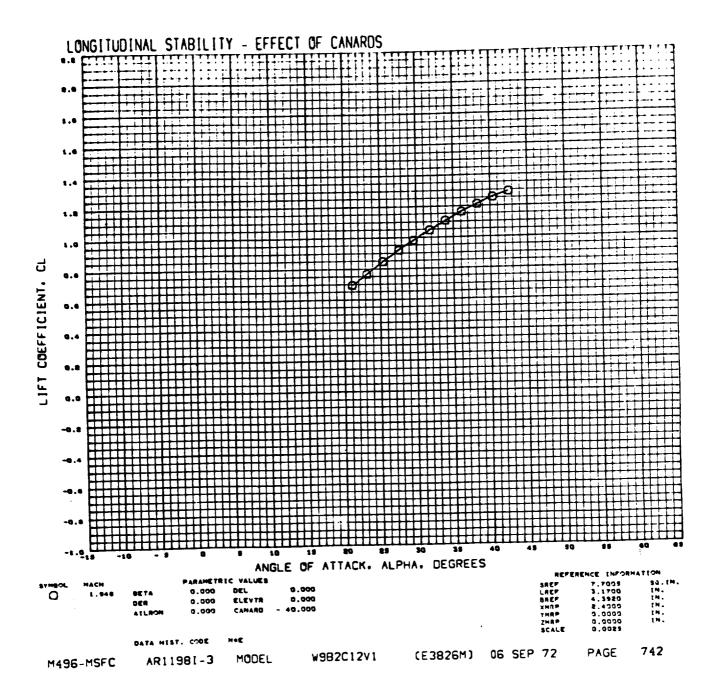
,



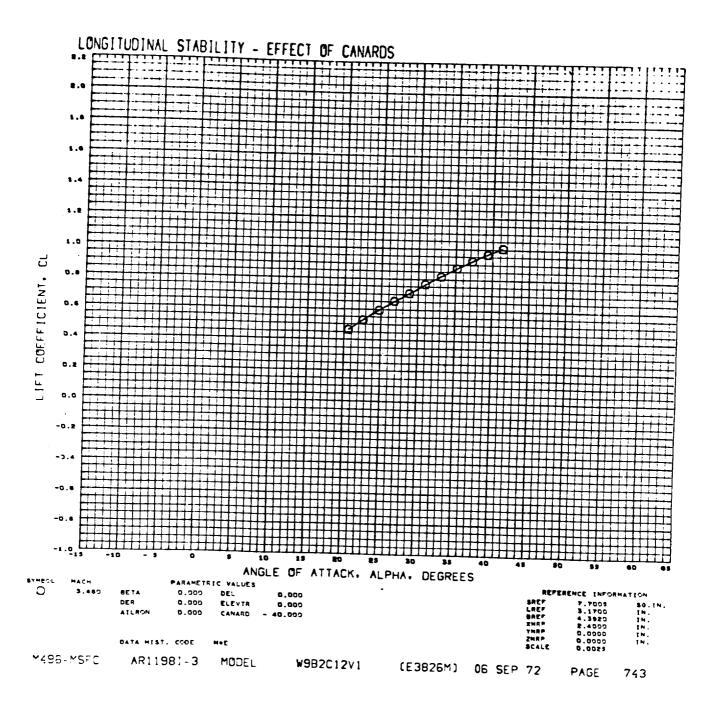


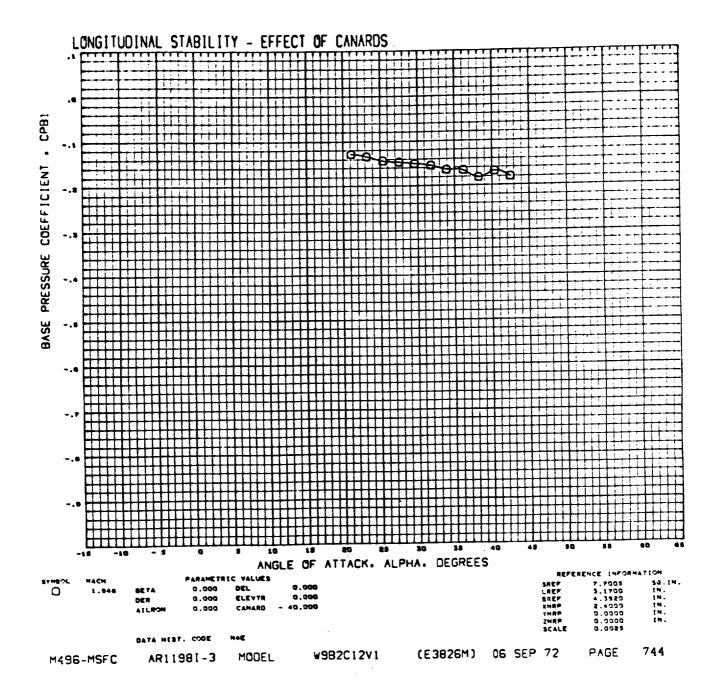
j



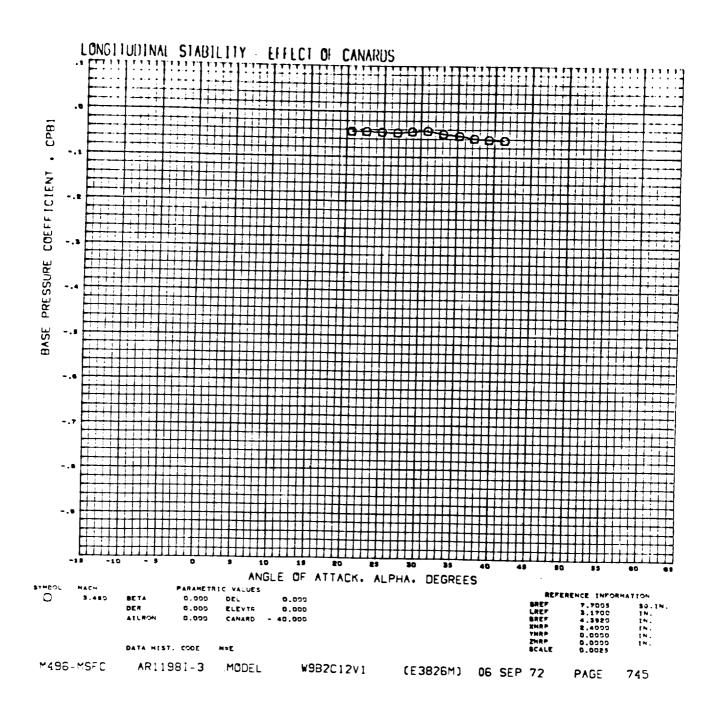


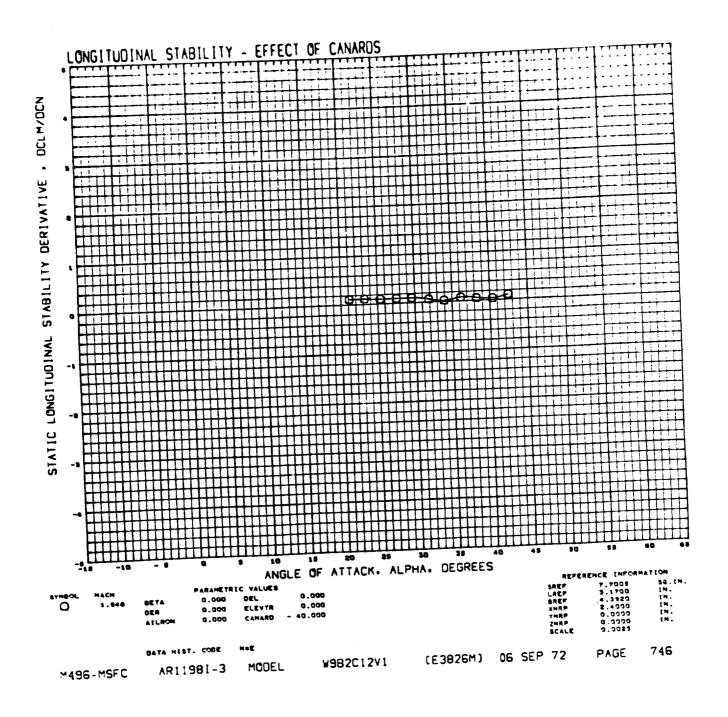
i



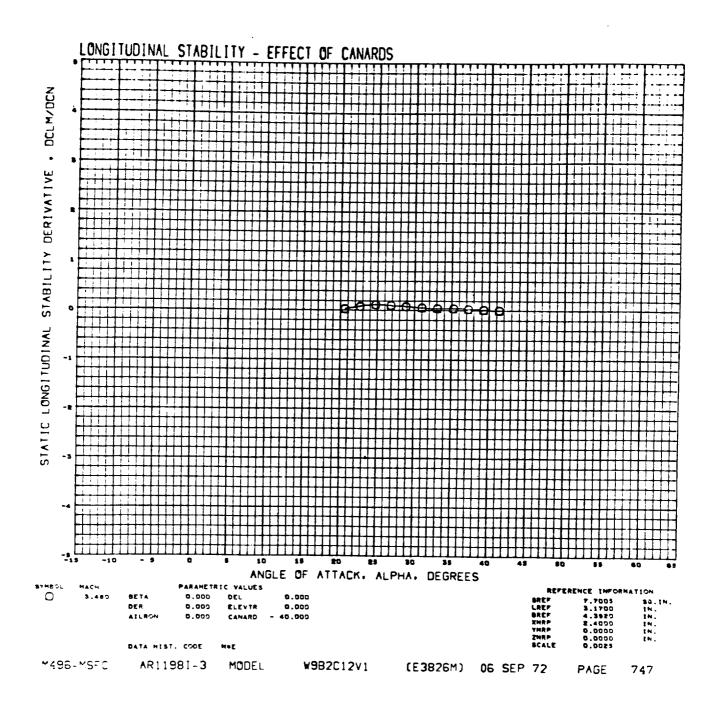


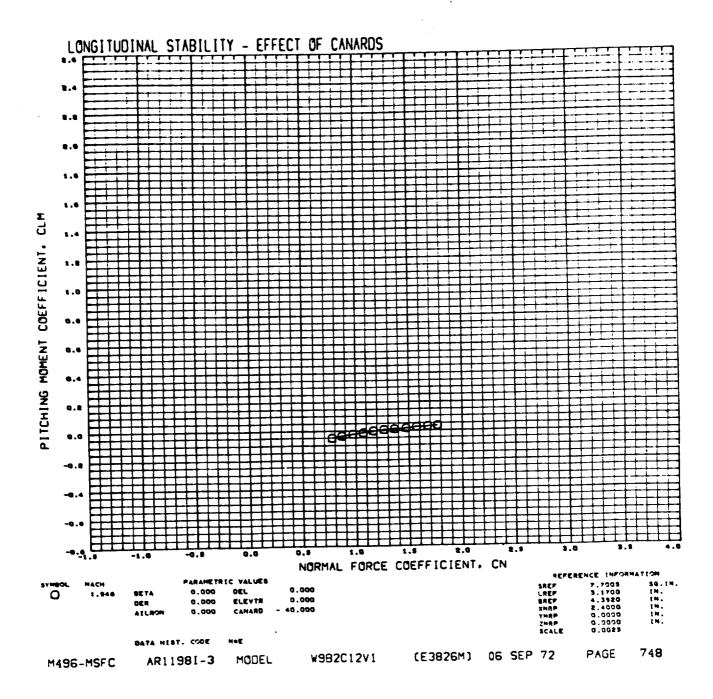




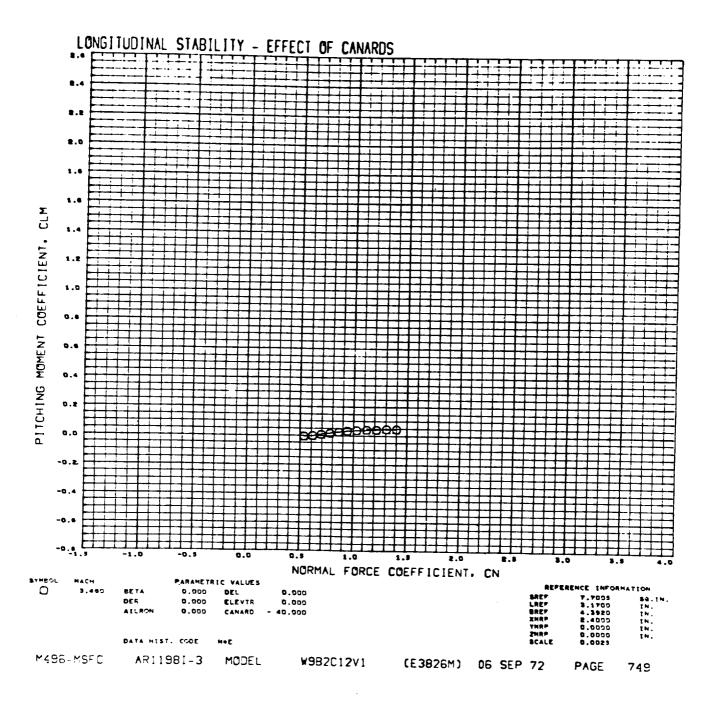






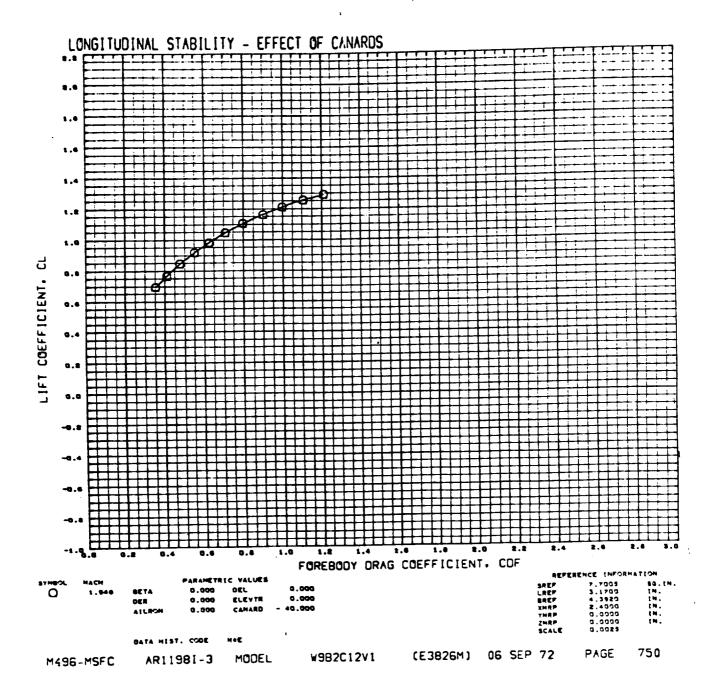


)

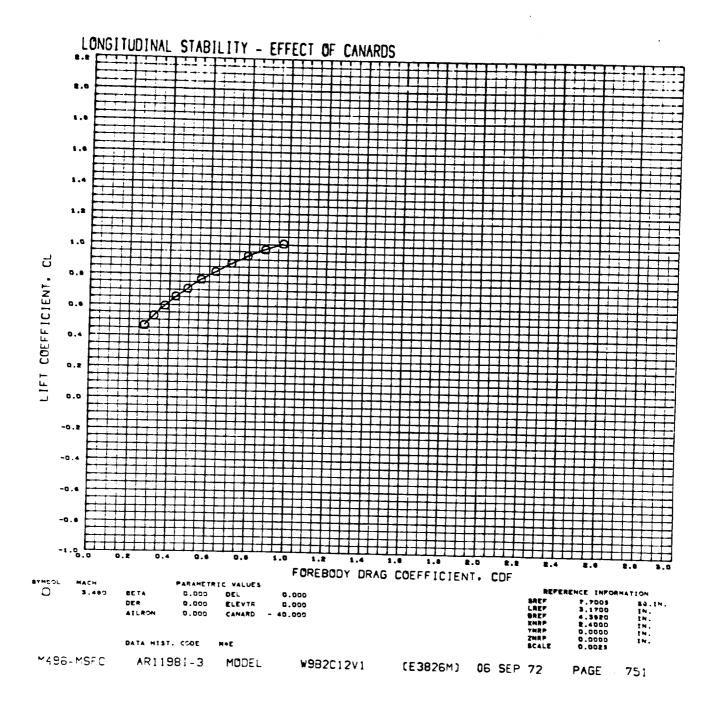


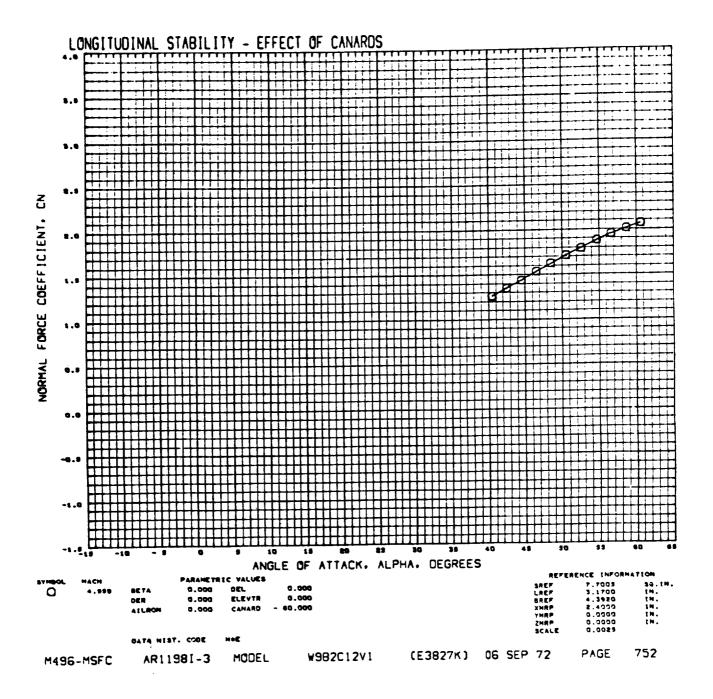
, )

(

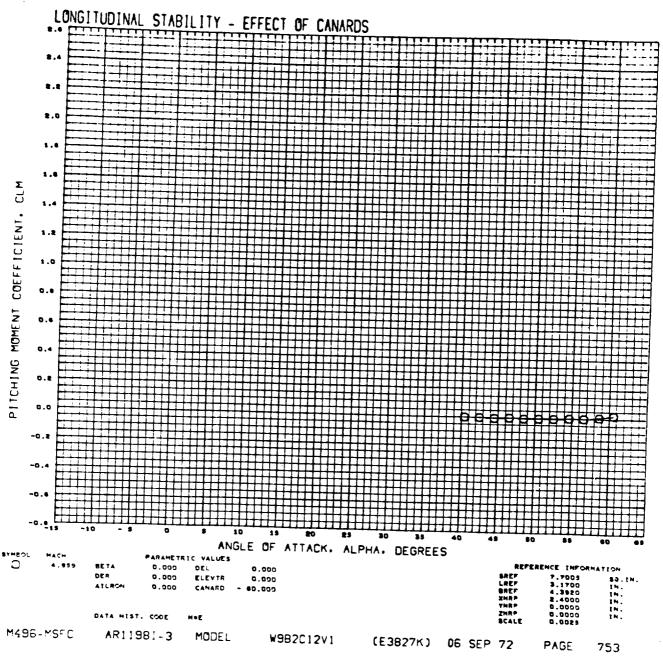


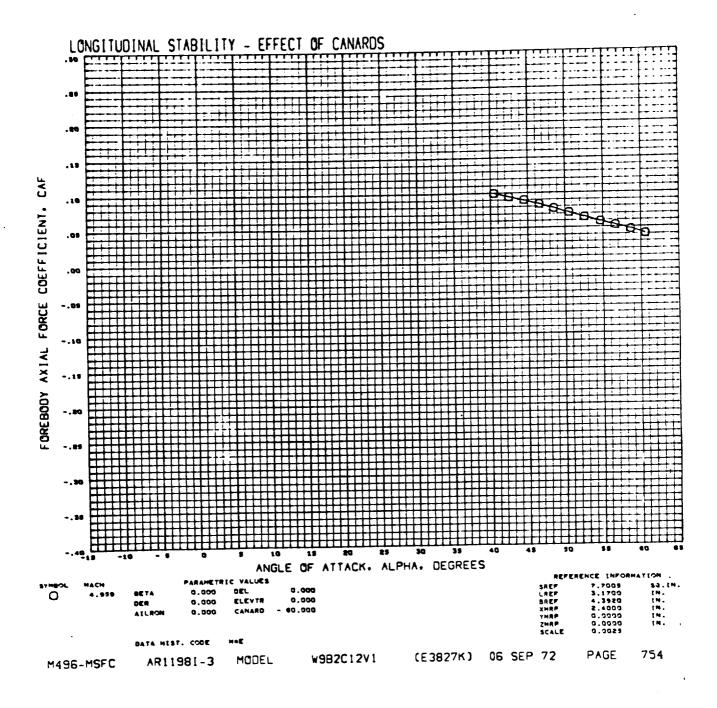
Ì



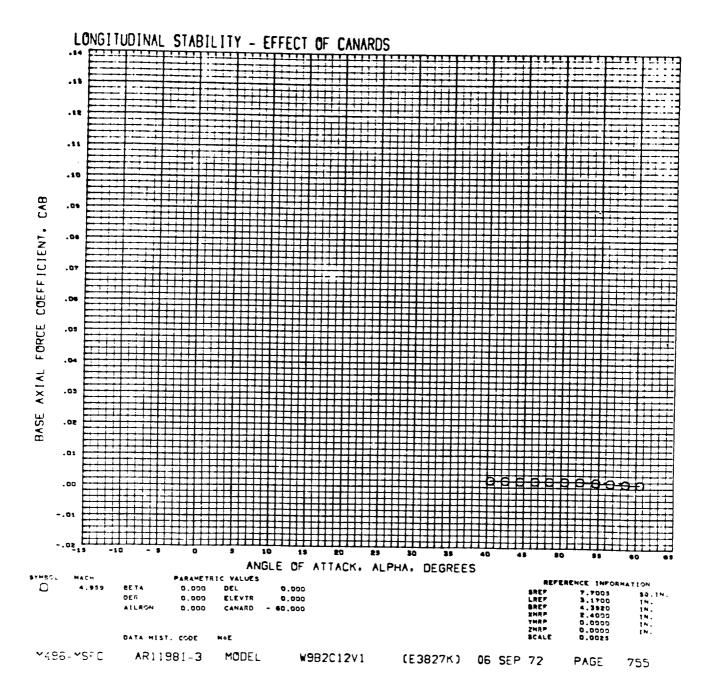


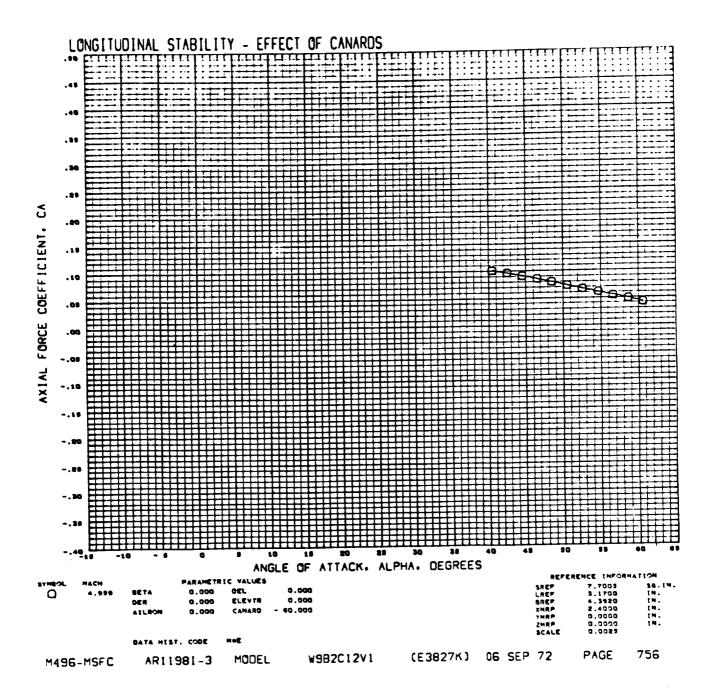
)

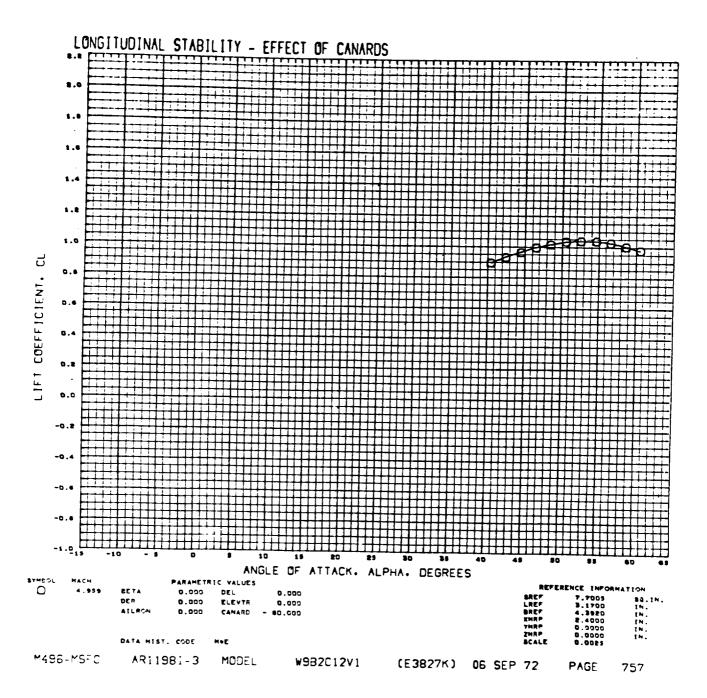


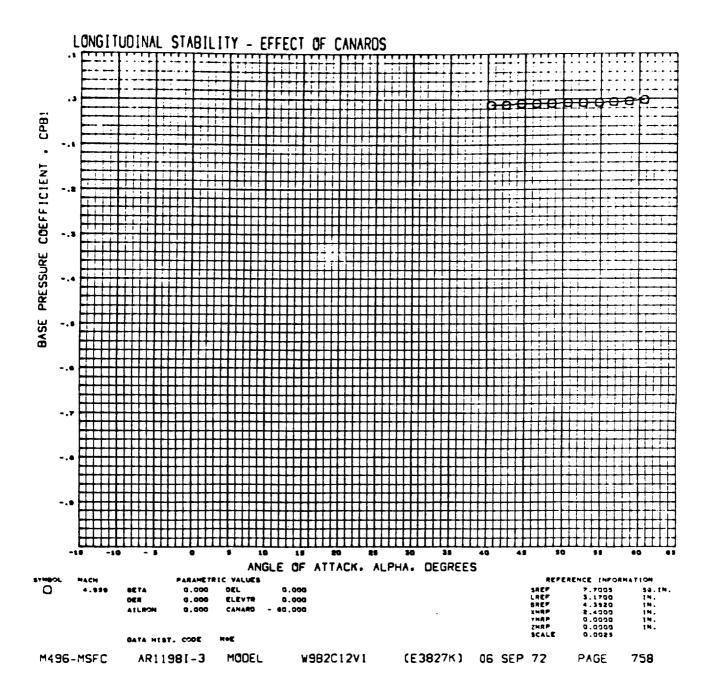


i

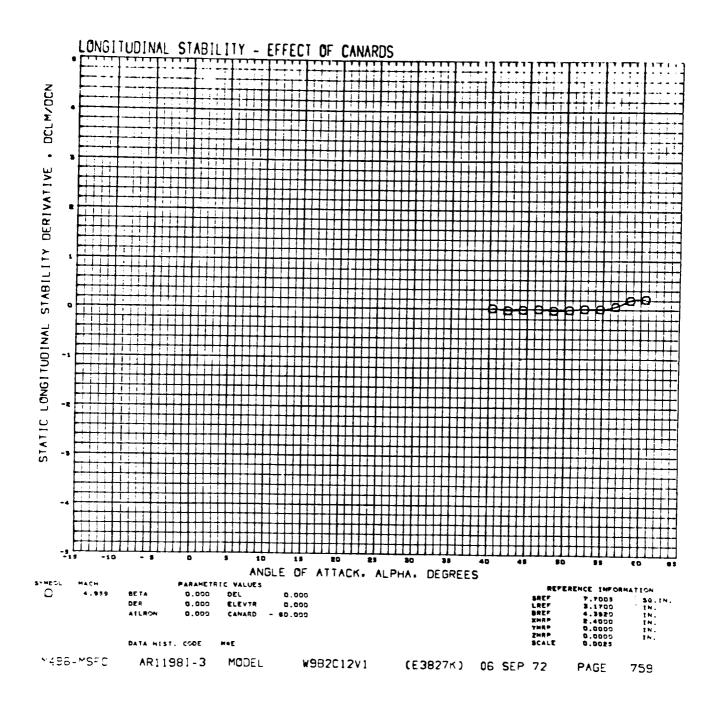


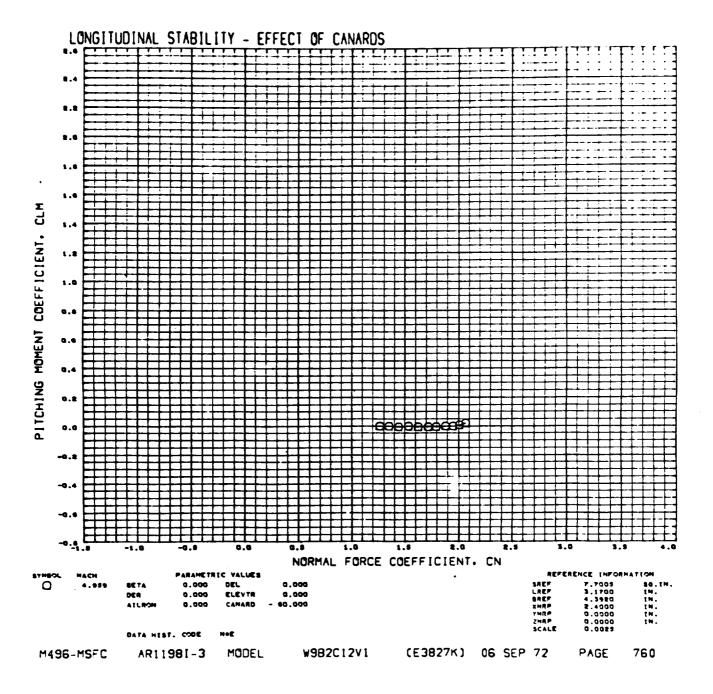




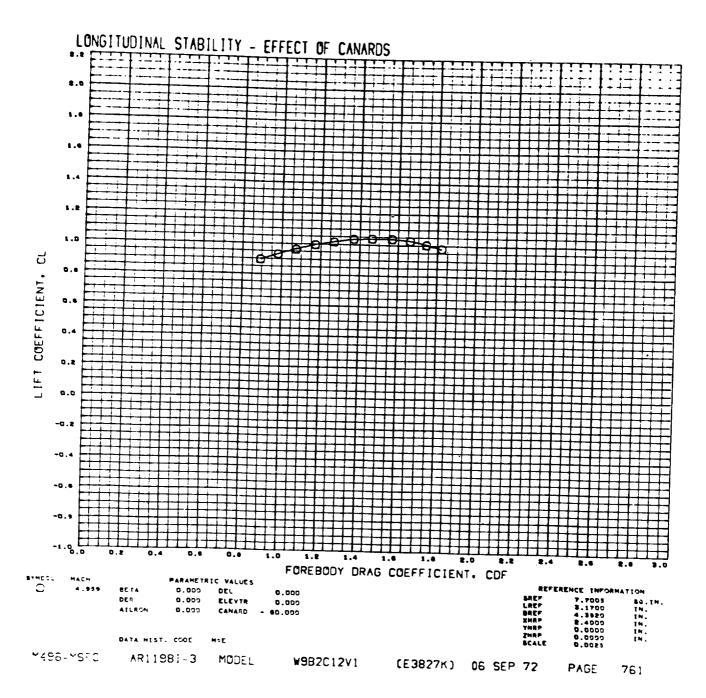




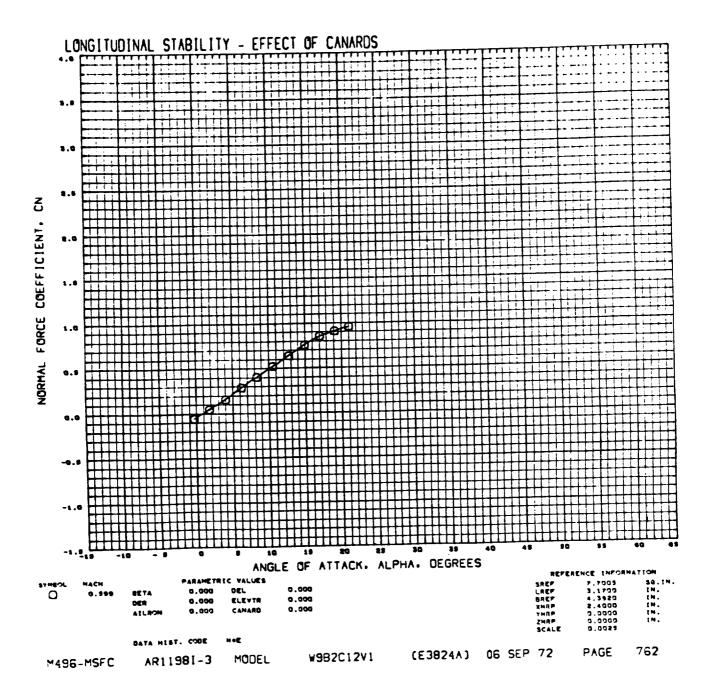


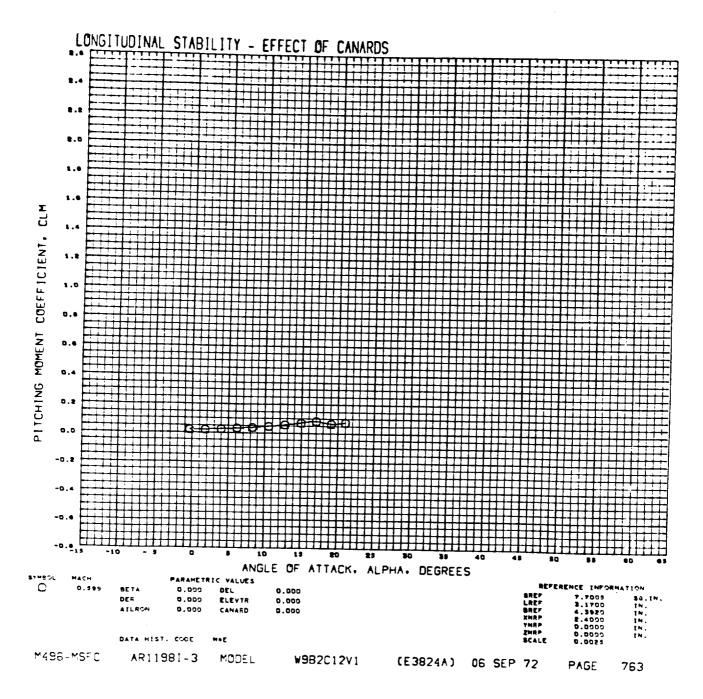


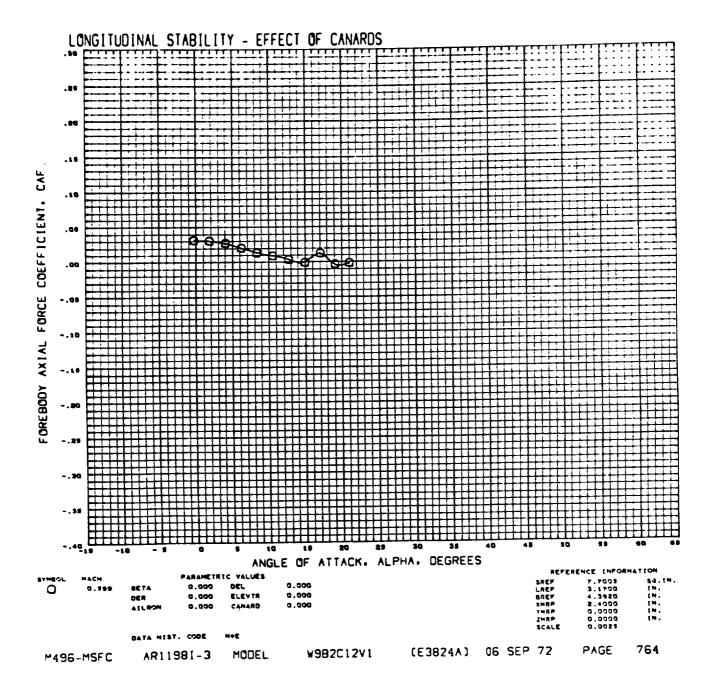
`)

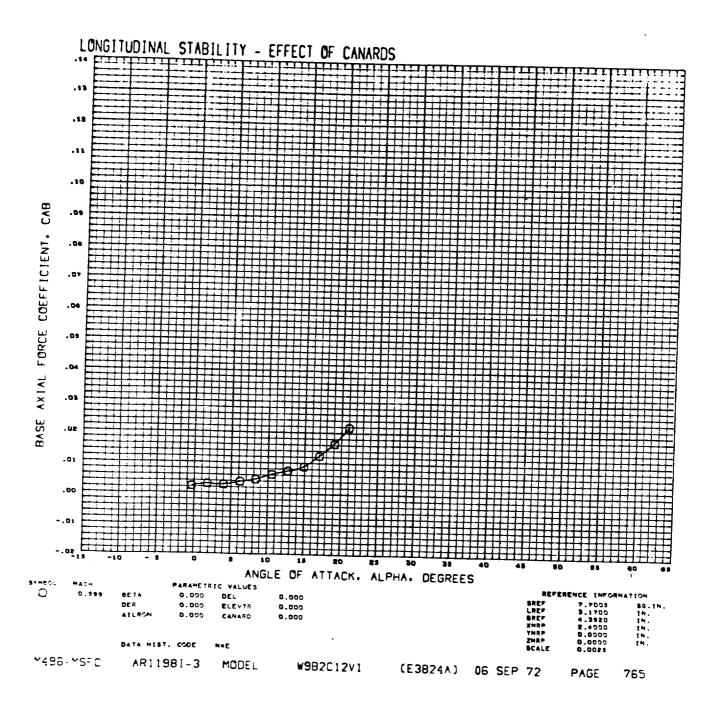


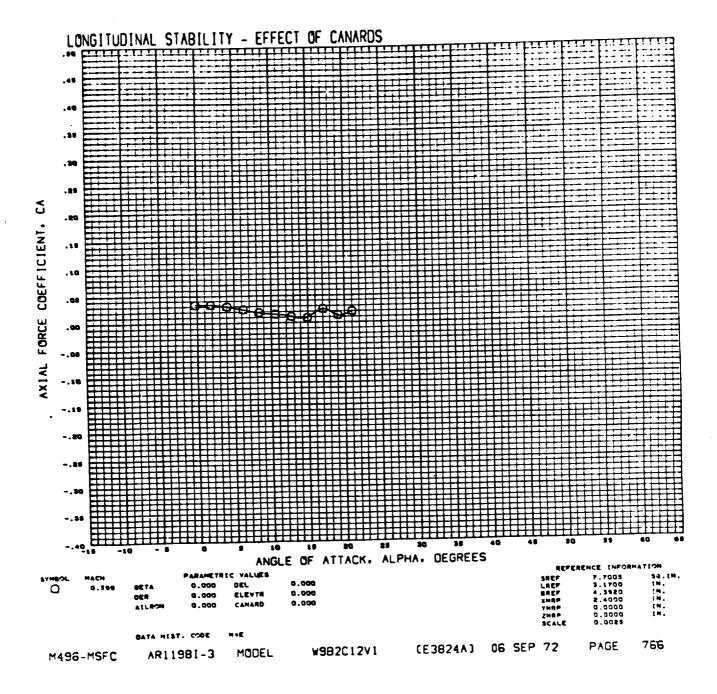
(

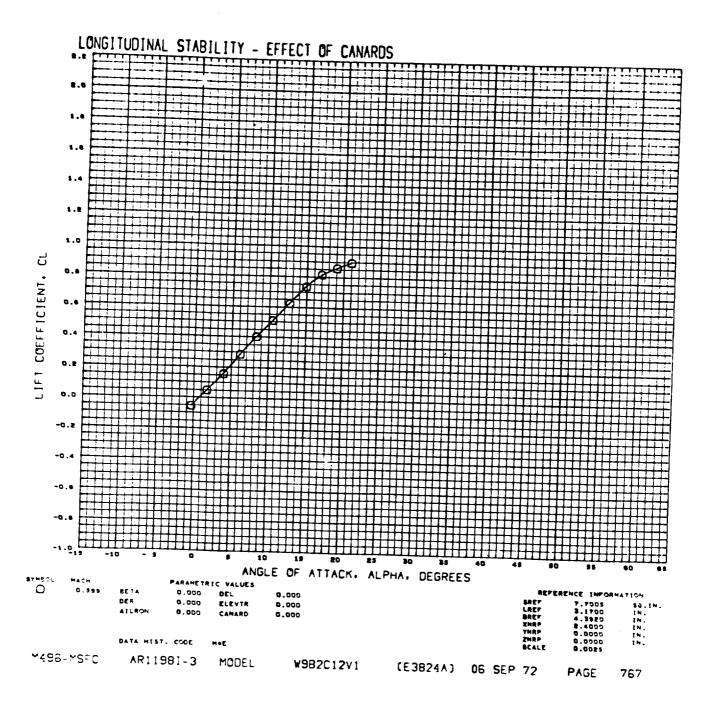


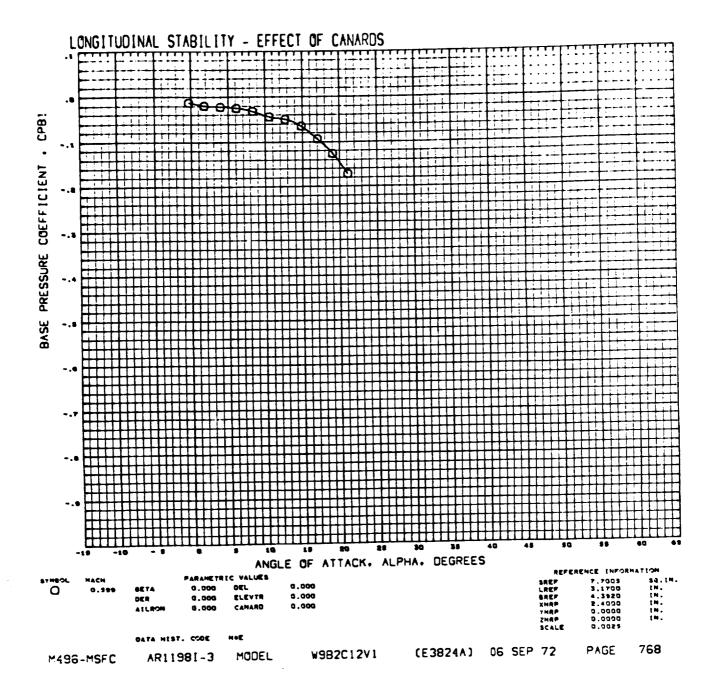




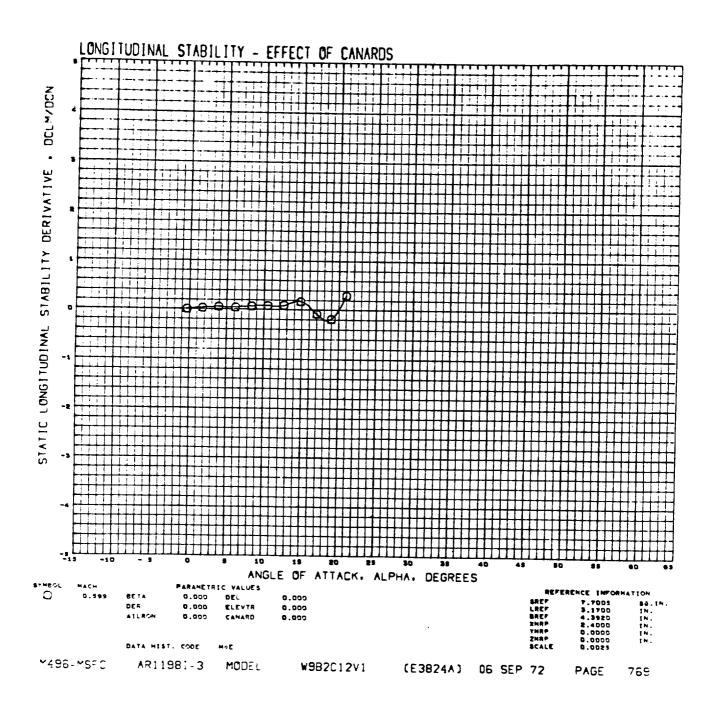


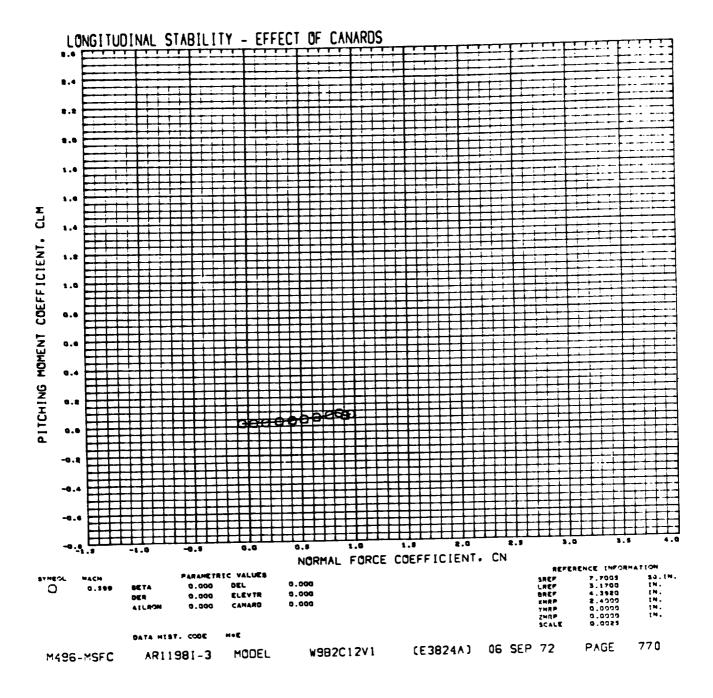




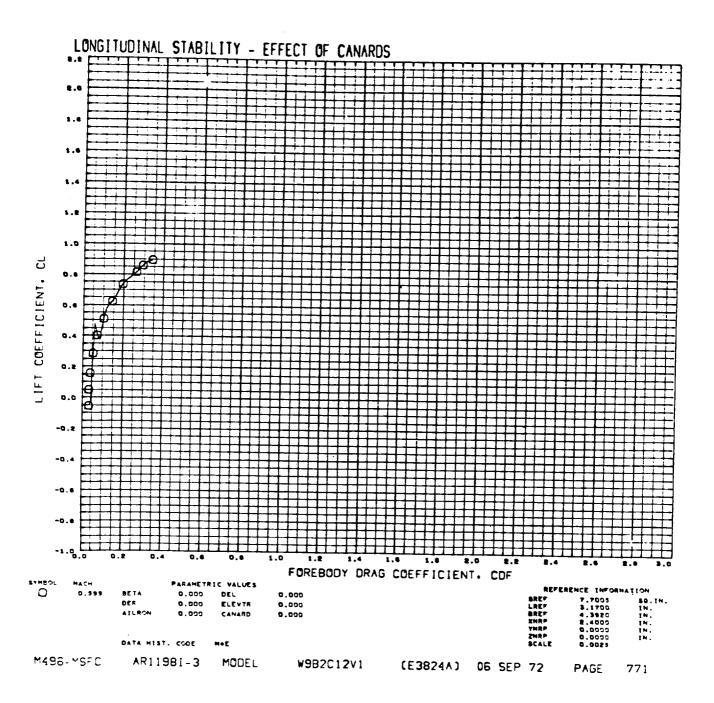




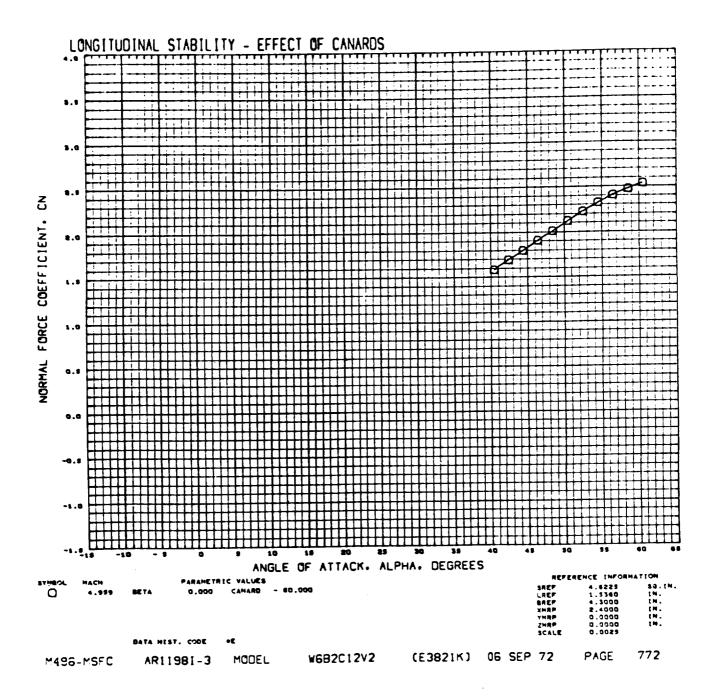




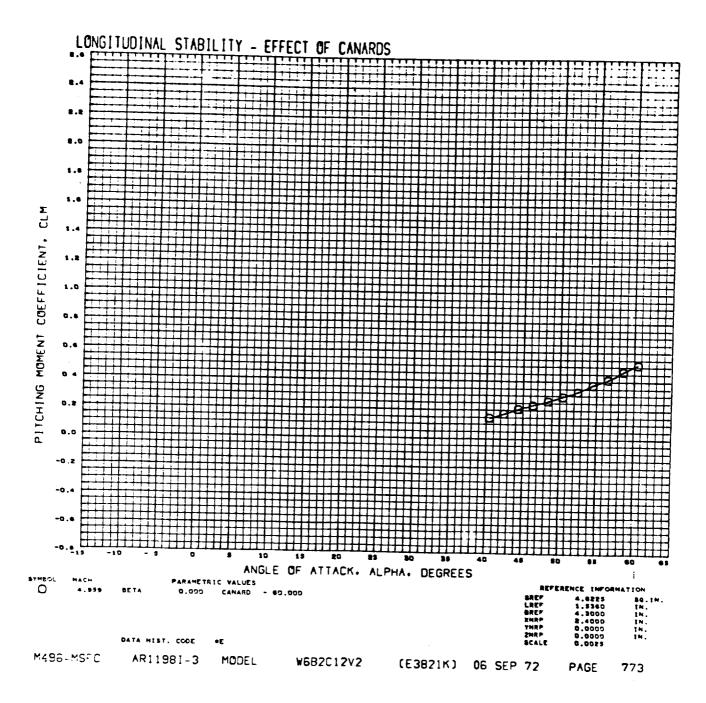
)

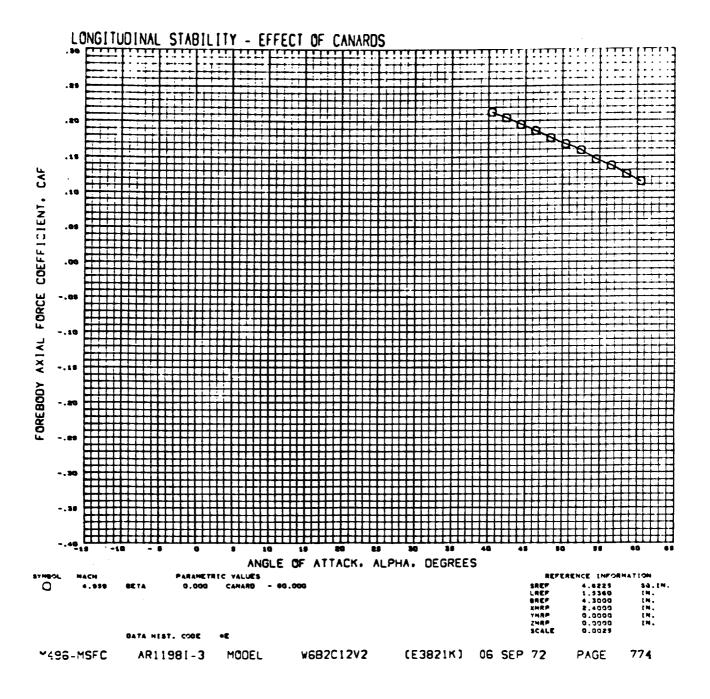


(



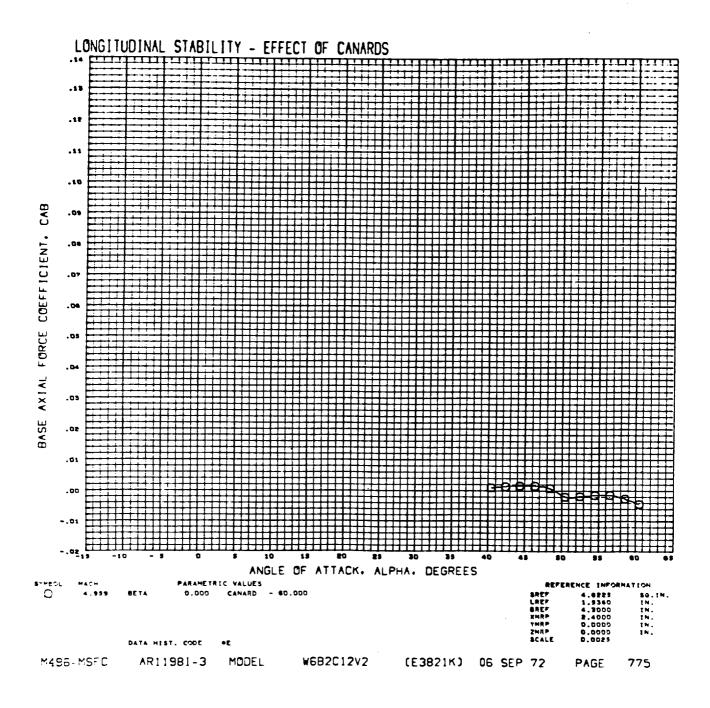
ł

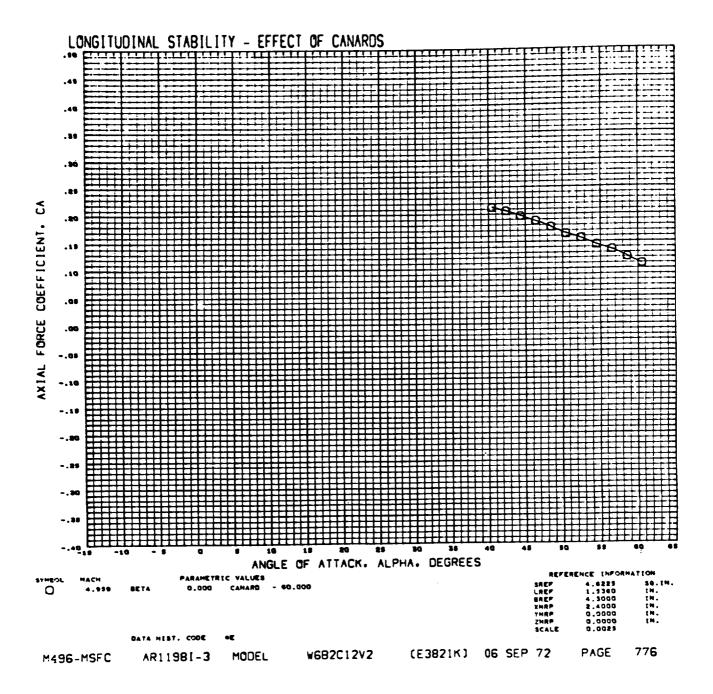




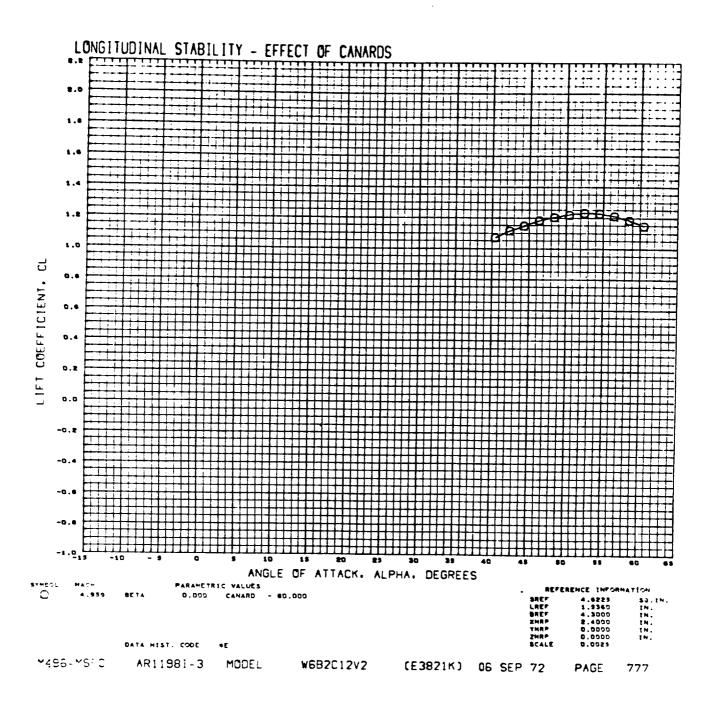
کرا

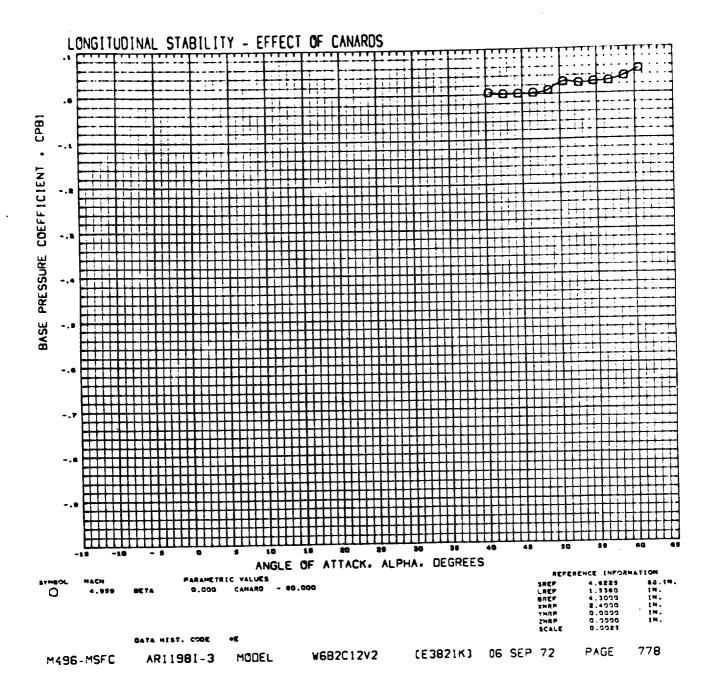




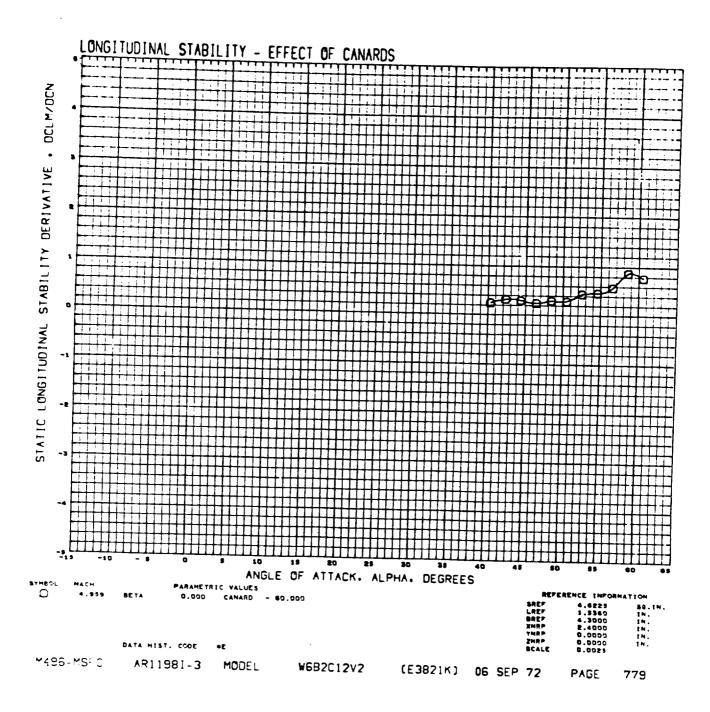


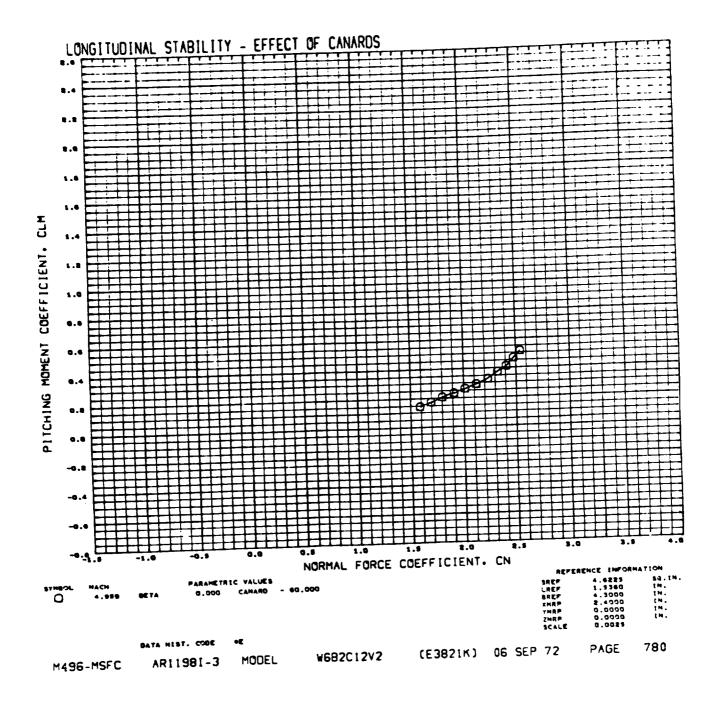




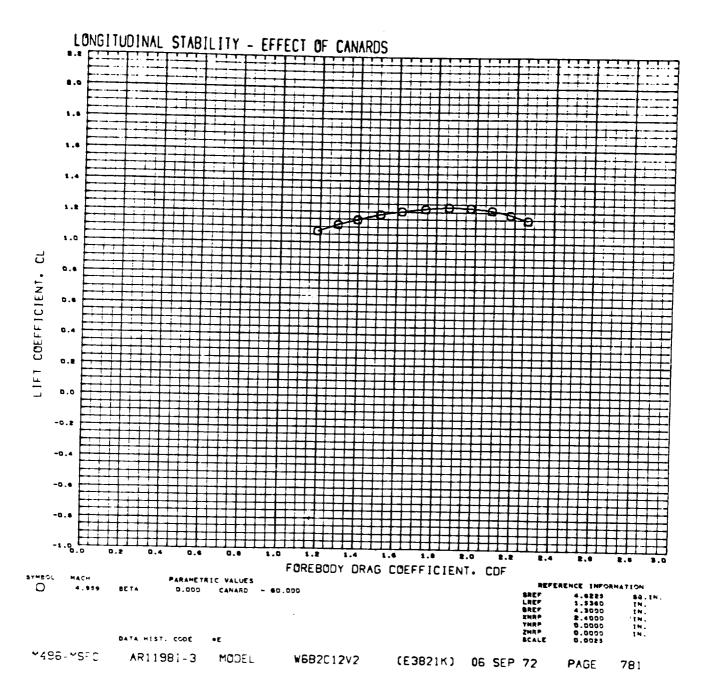


Ĺ

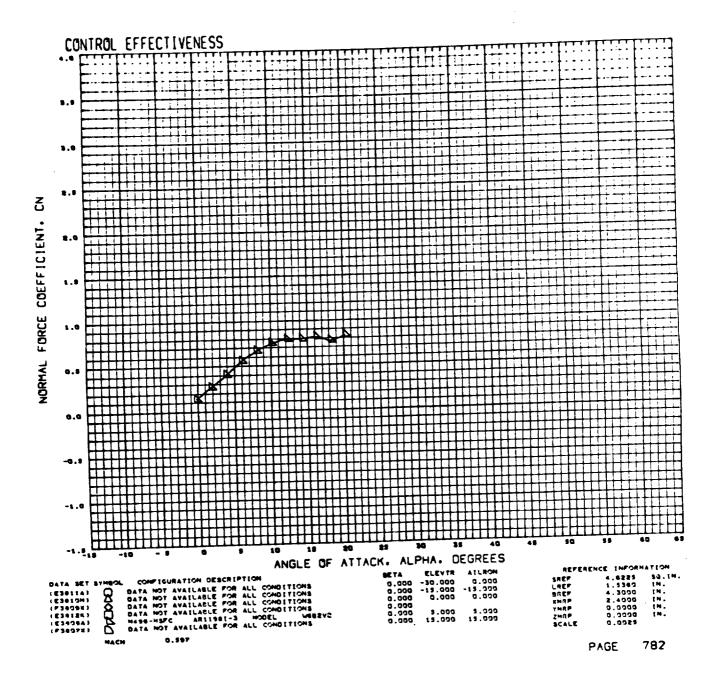




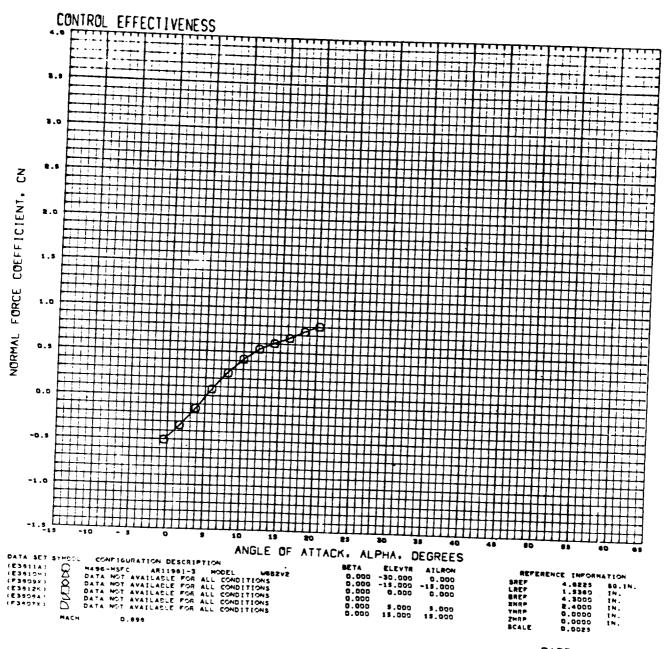
(

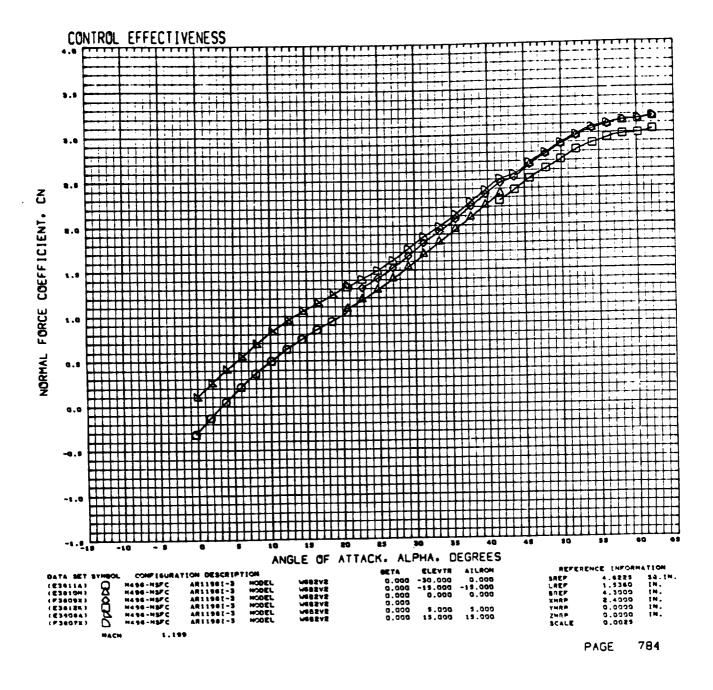


ŧ

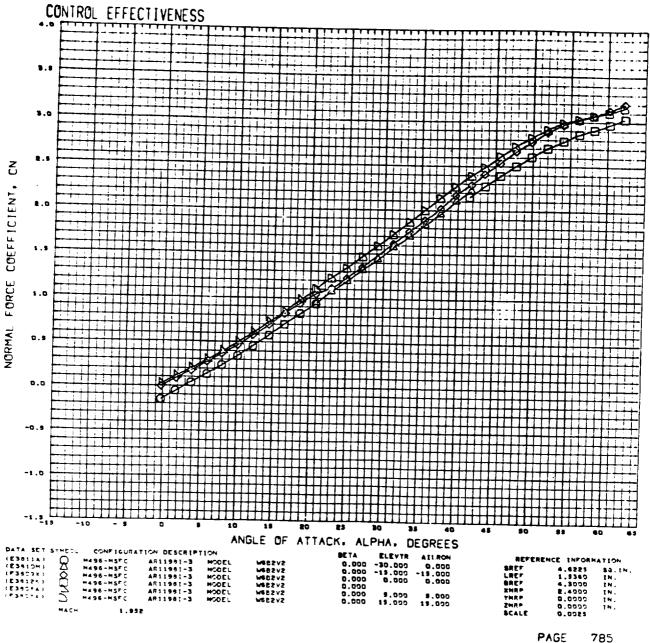


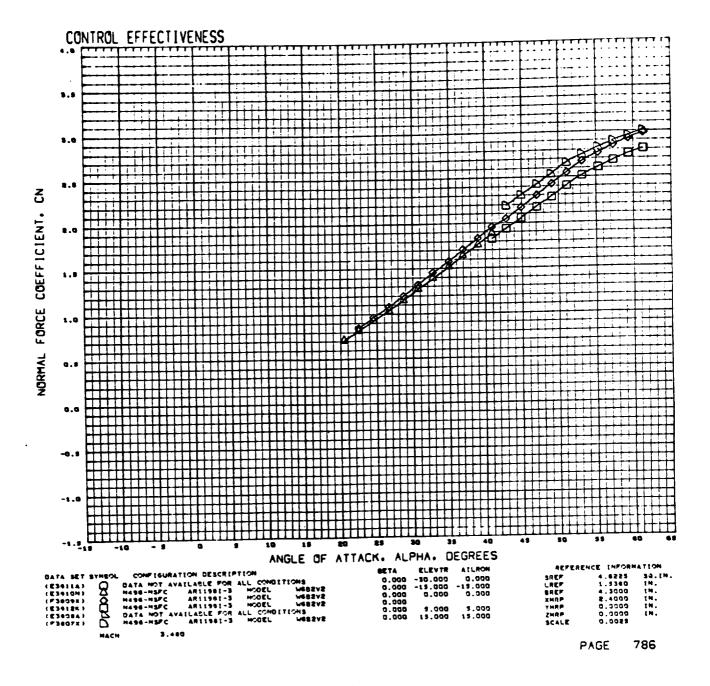
ľ

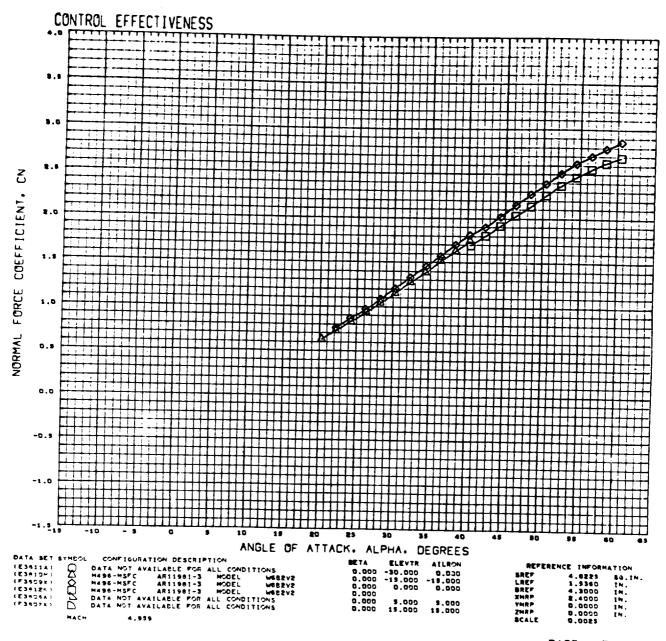


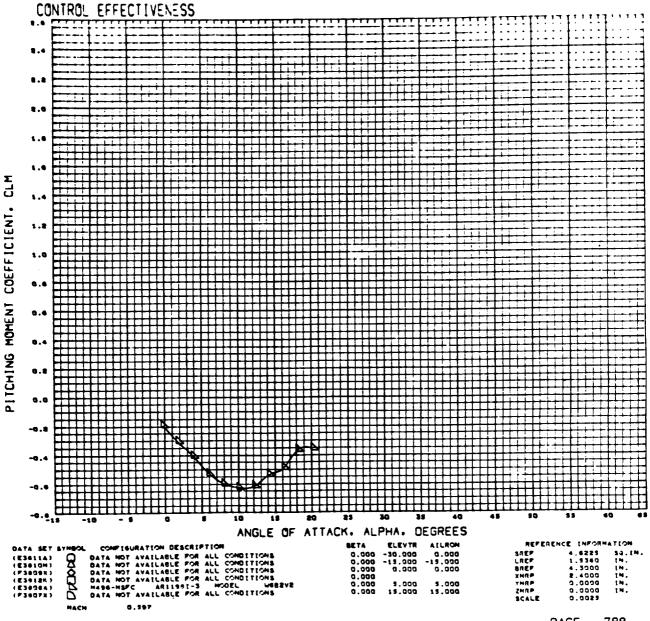




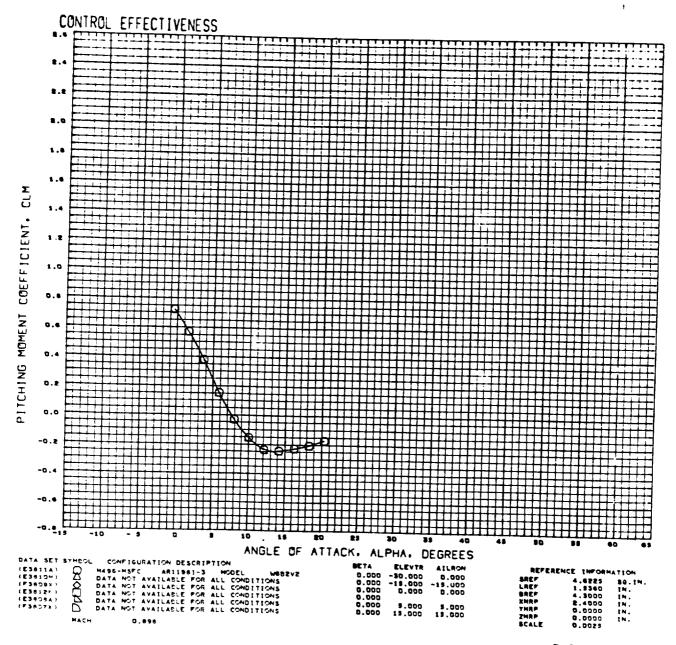


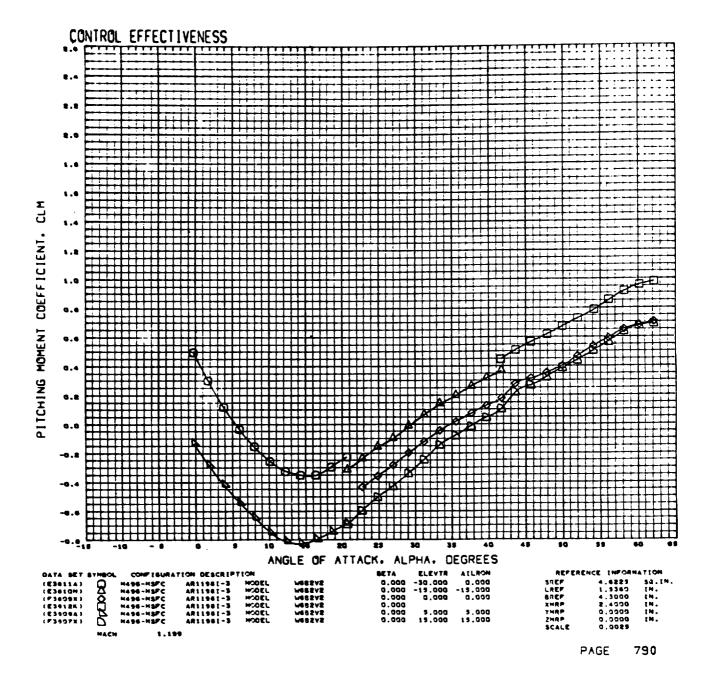


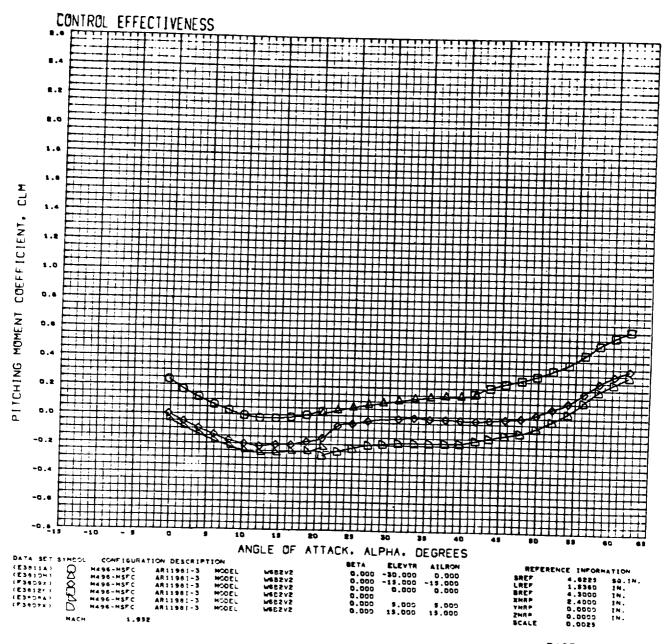


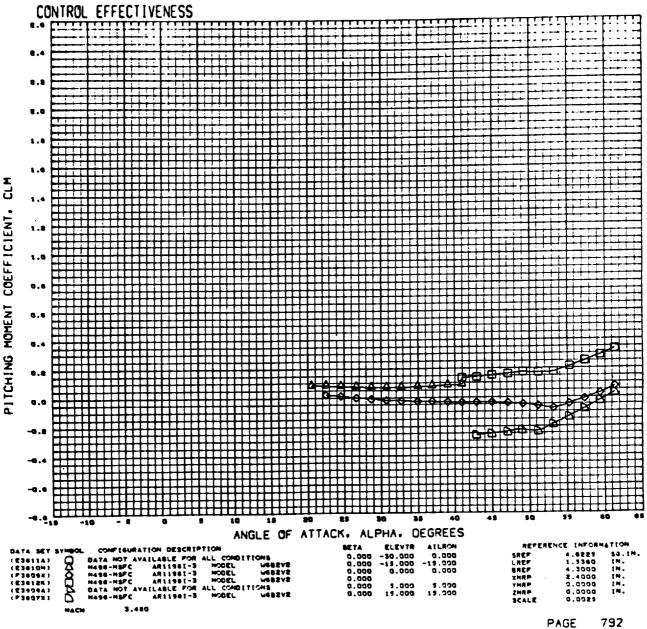


}

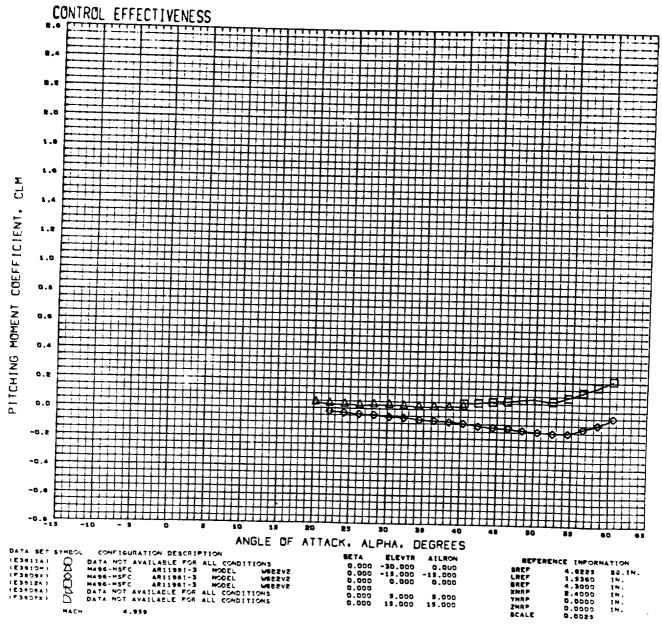


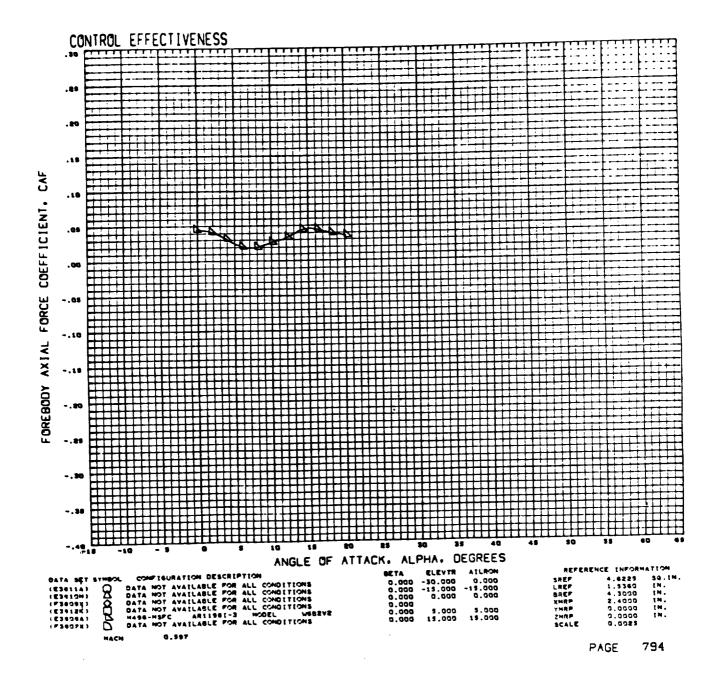


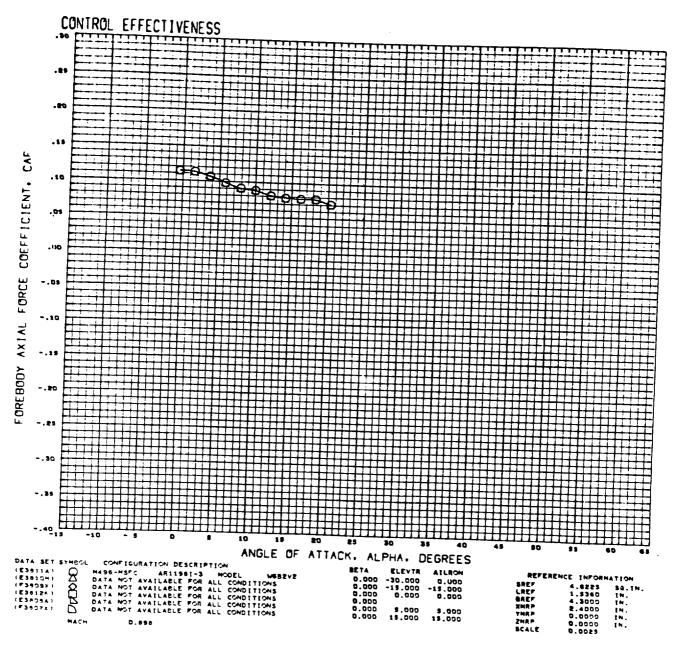


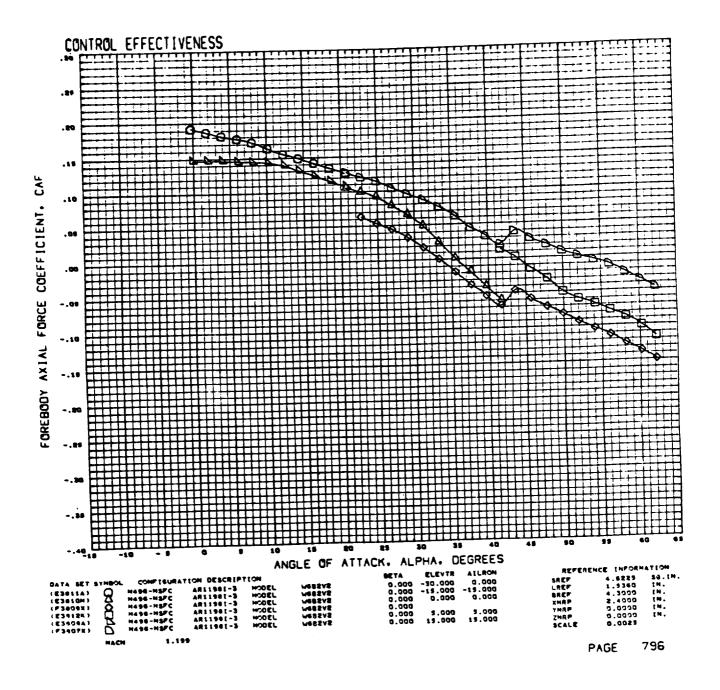


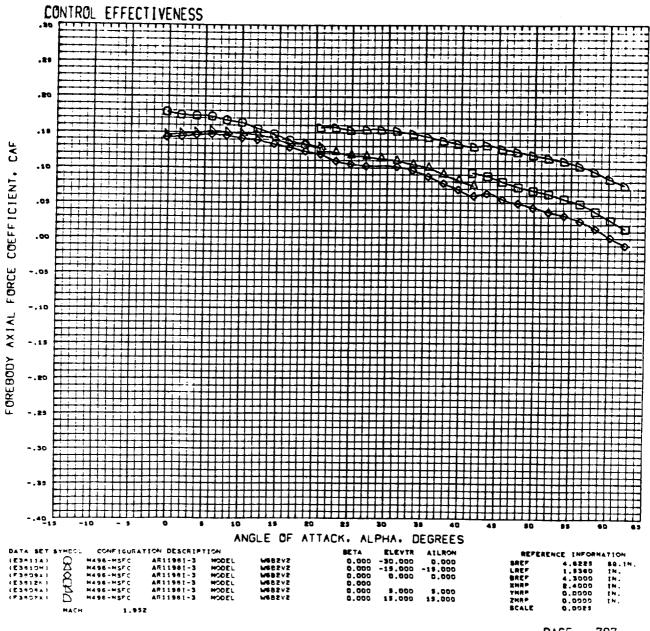
PAGE 13.

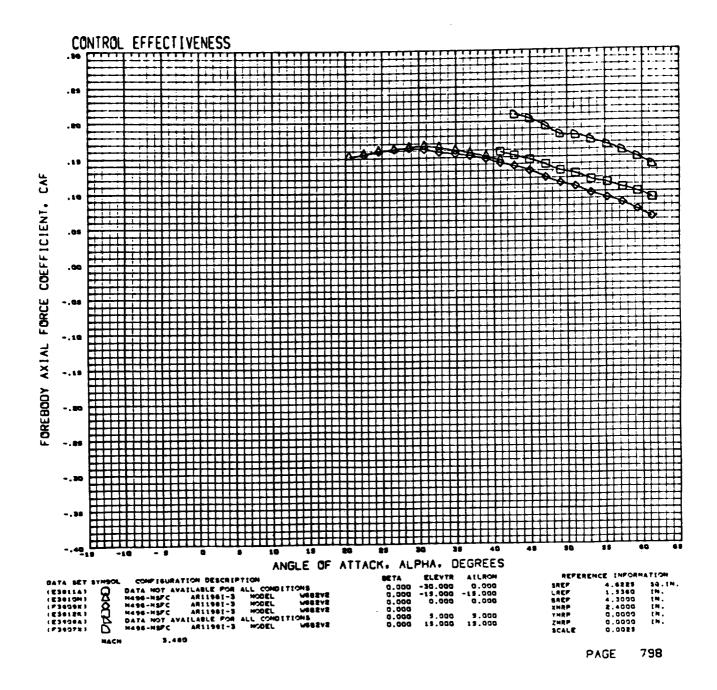


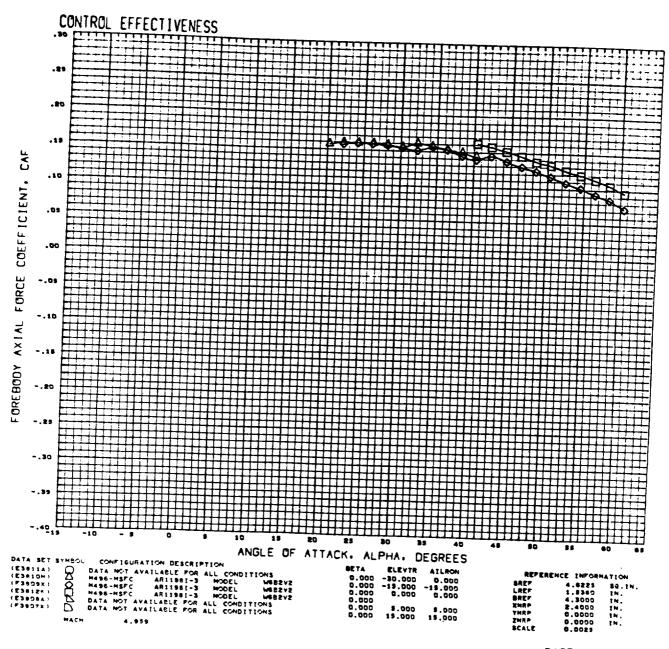


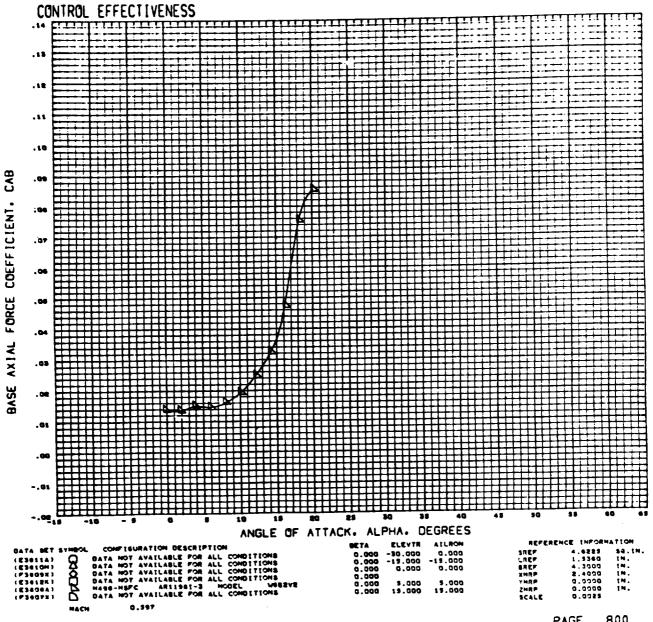


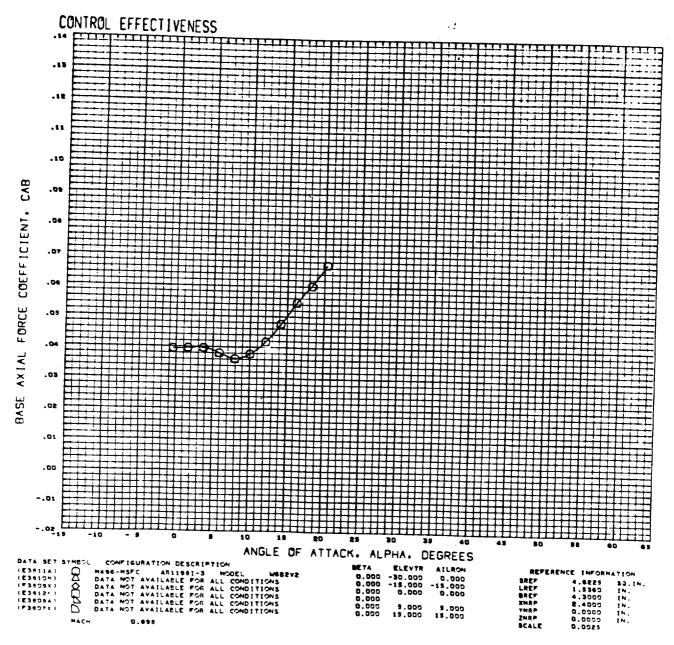




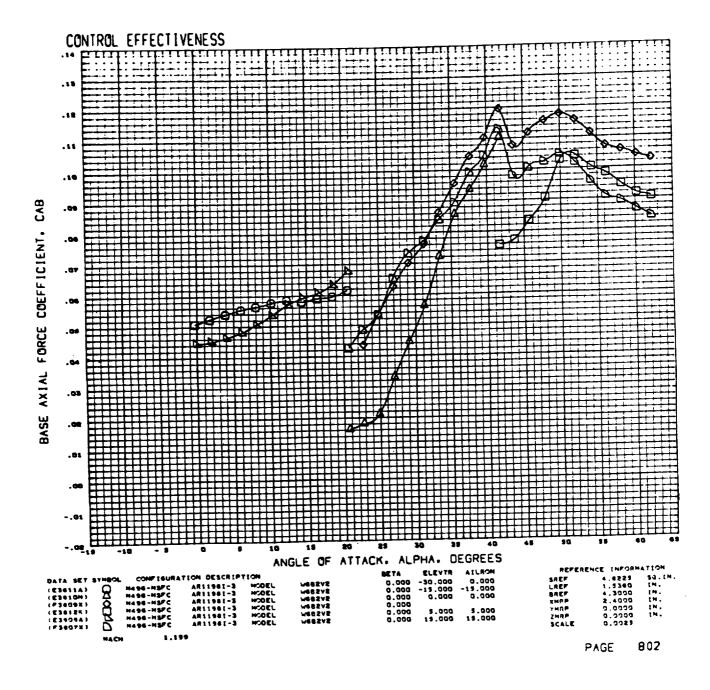


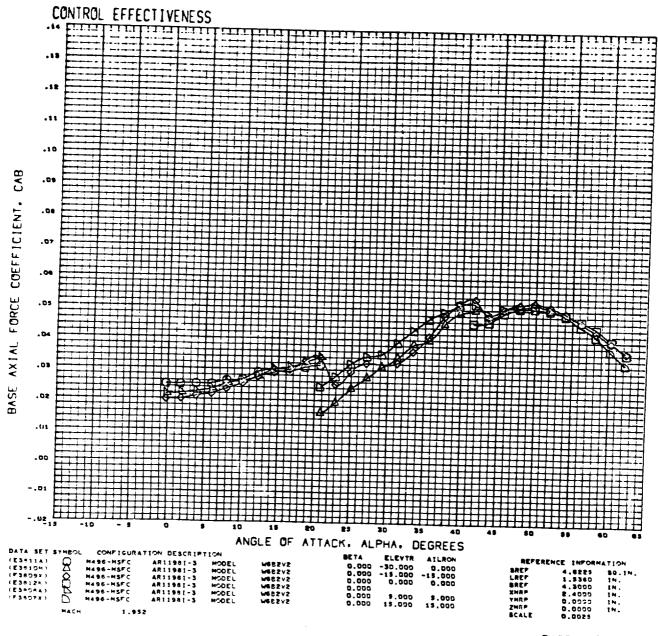


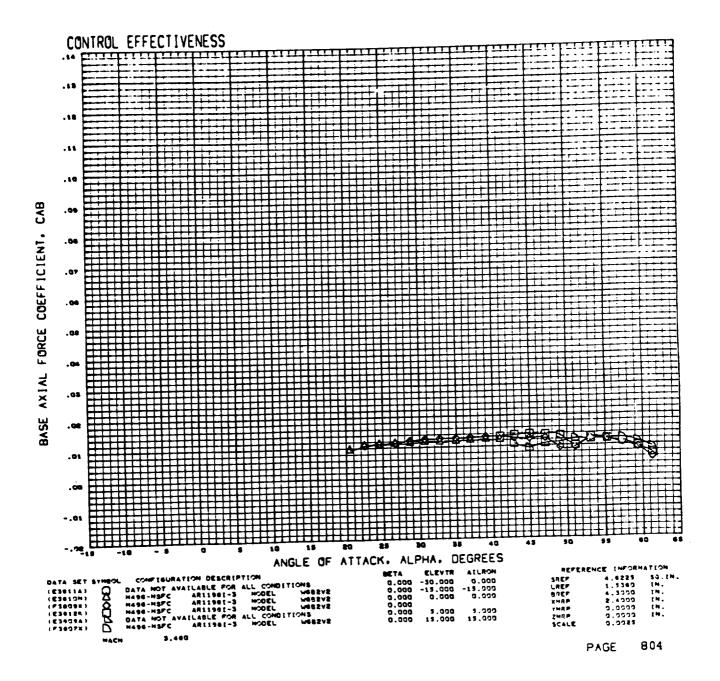


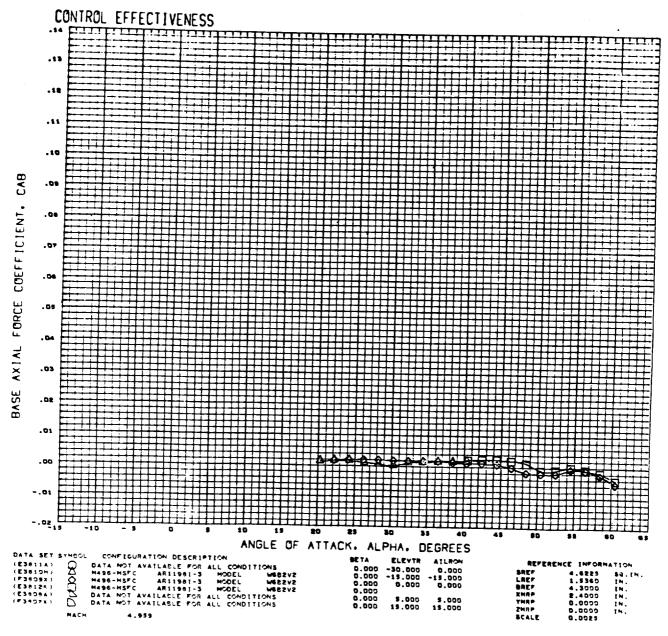


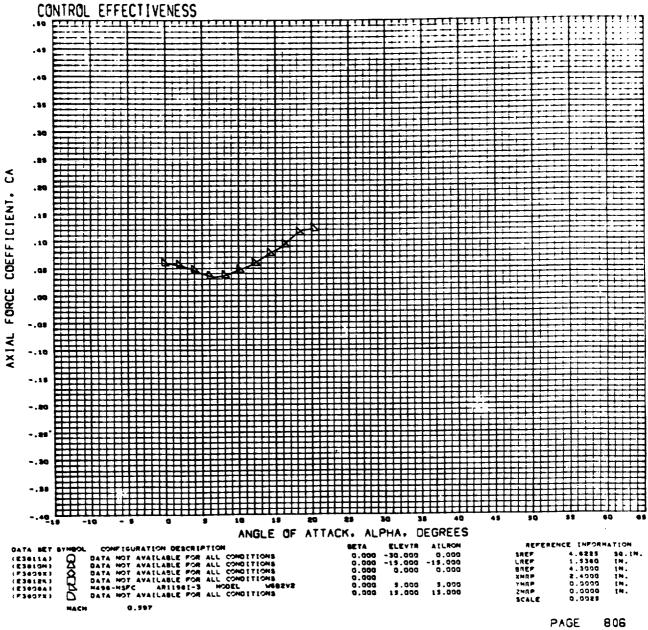
PAGE 801

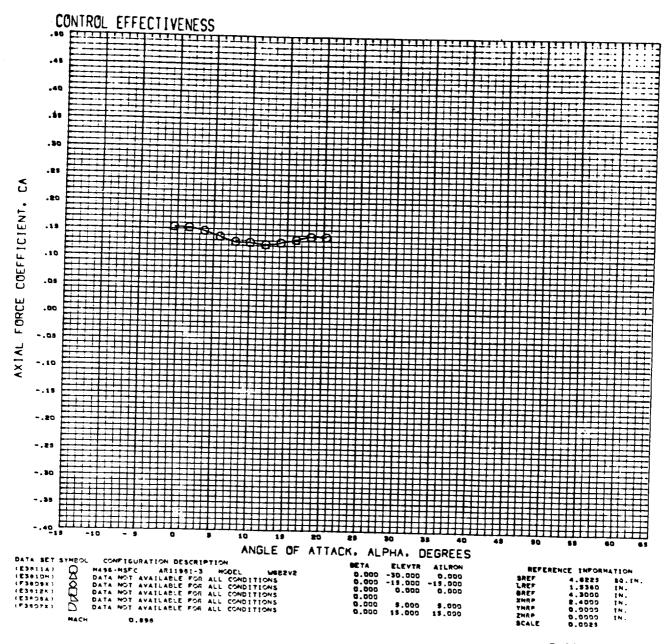




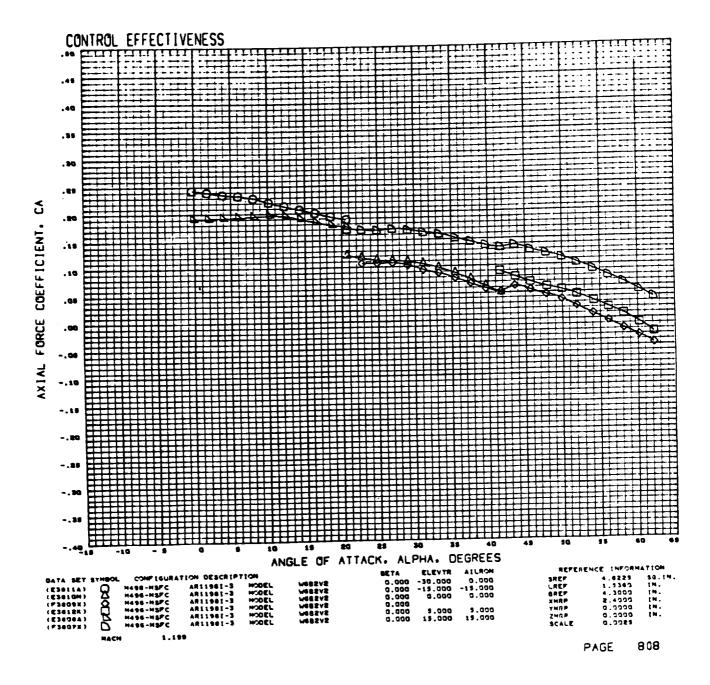


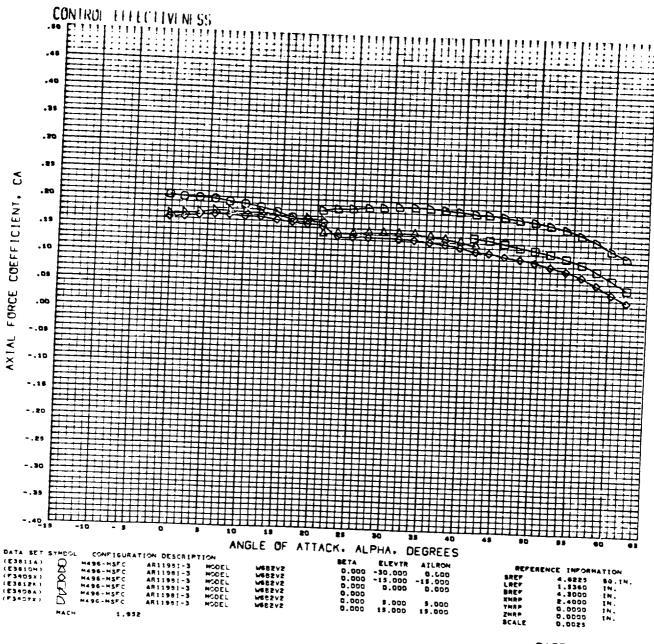


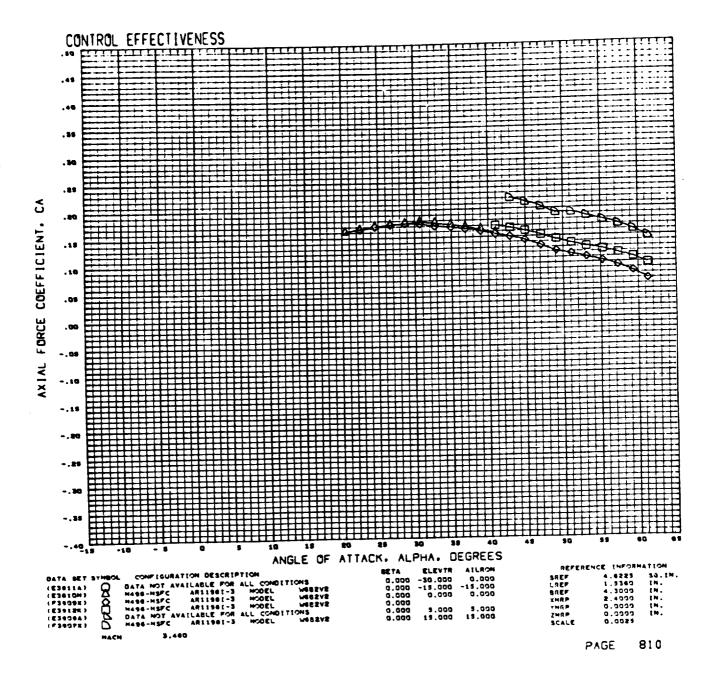




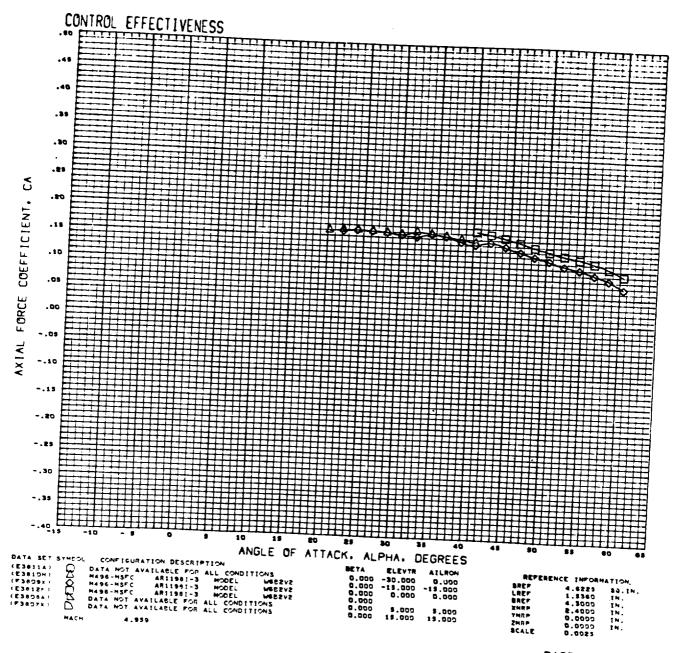
PAGE B07



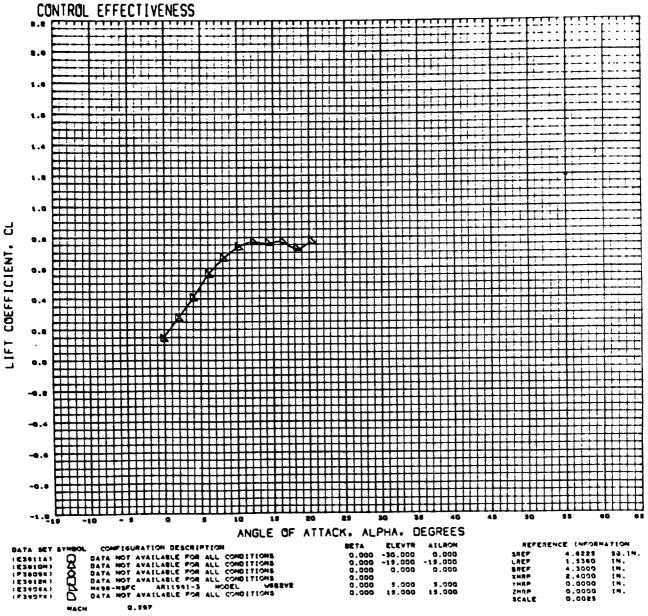




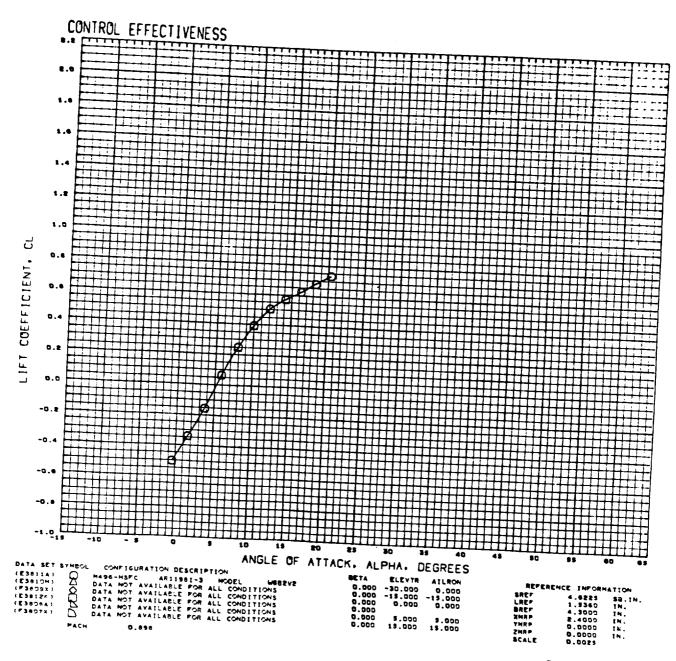
.

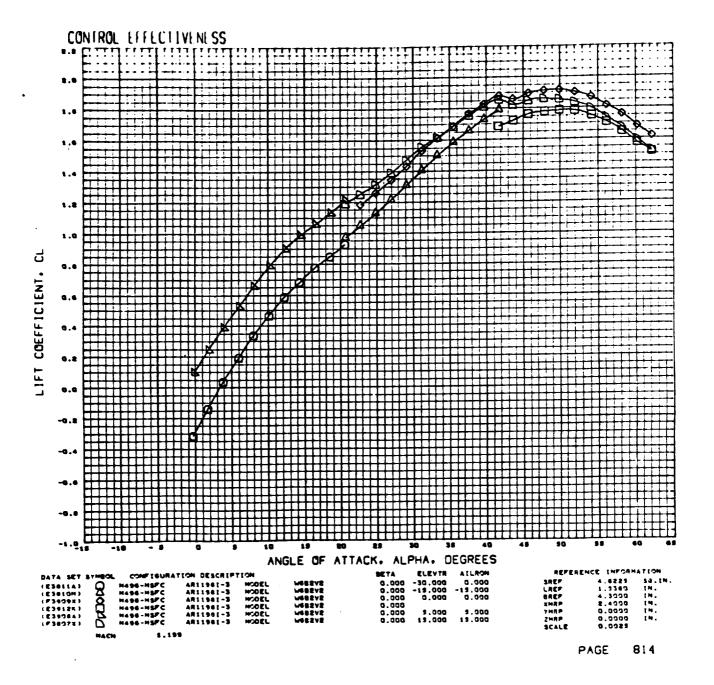


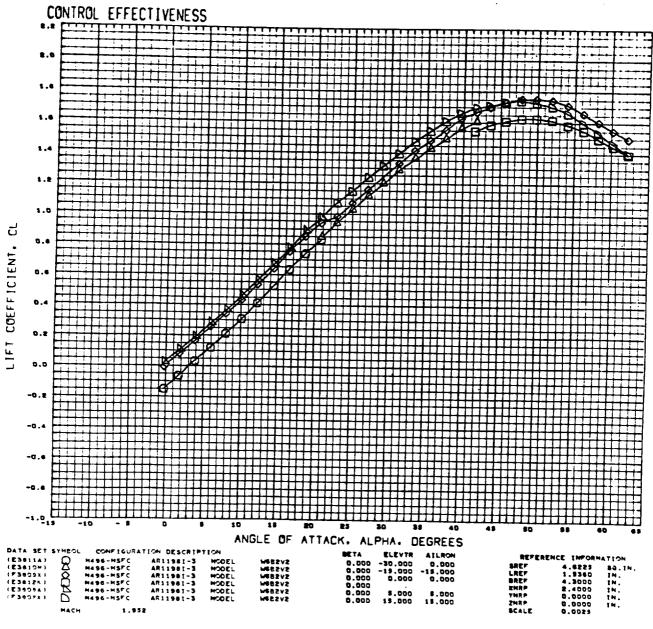
PAGE 811



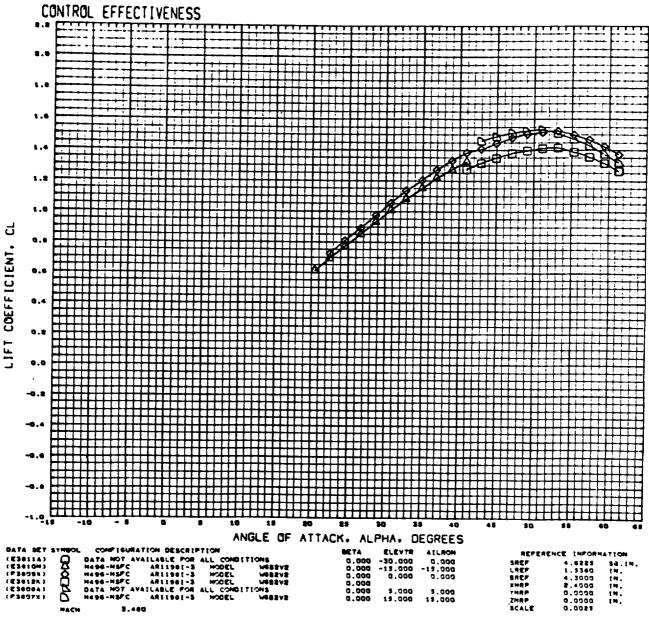
1

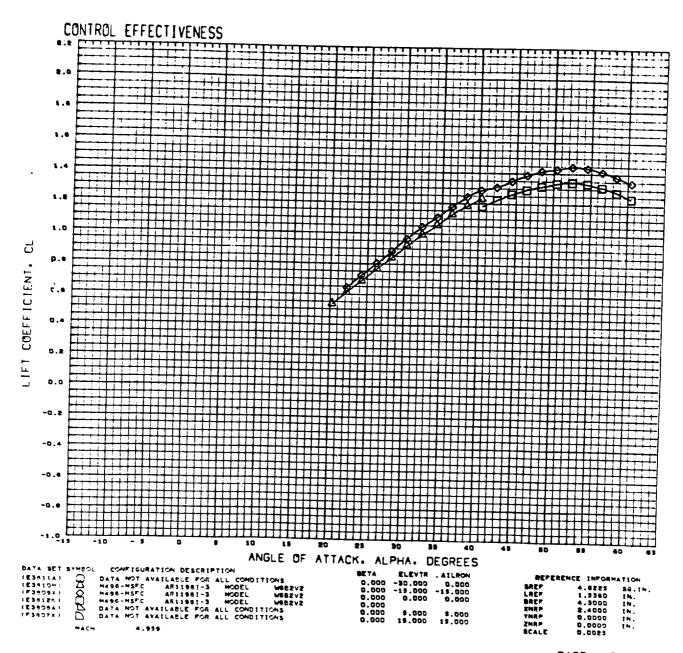


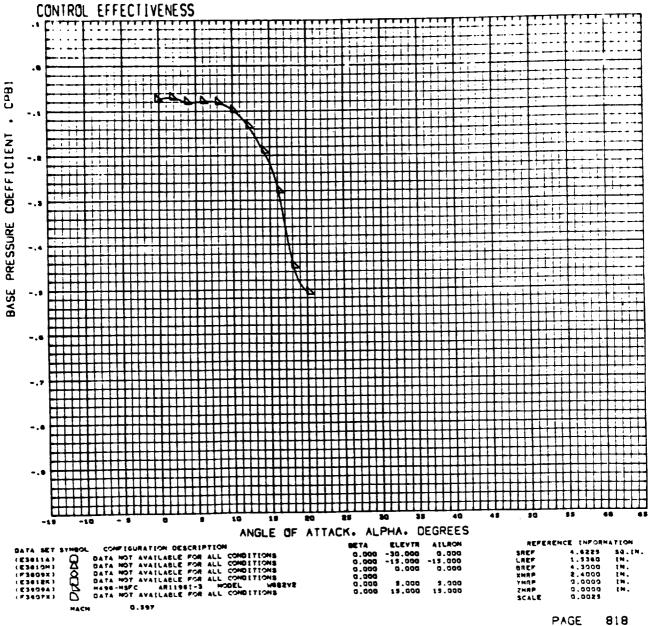


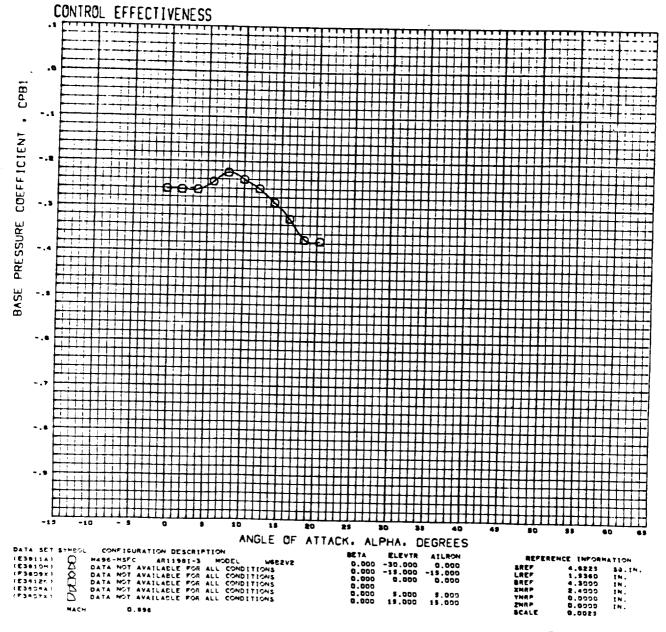


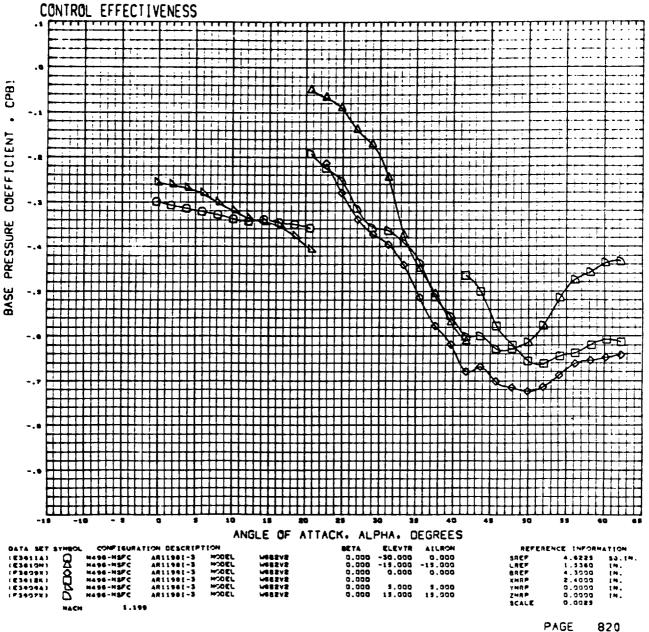
PAGE 815



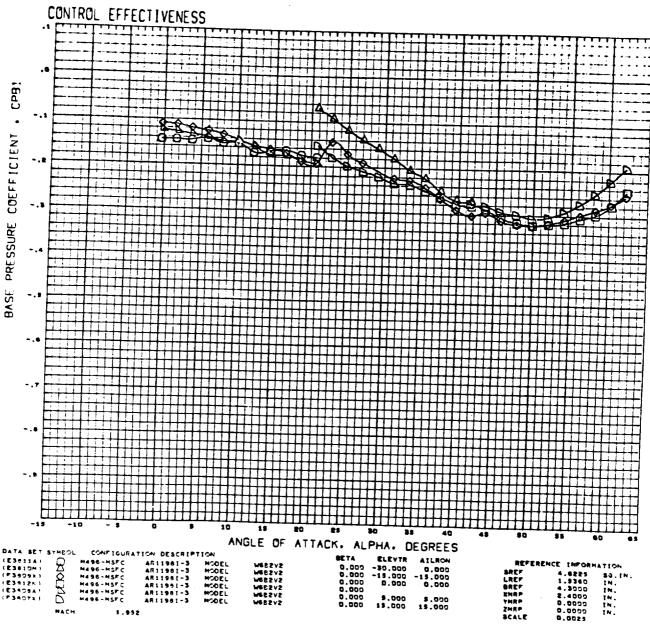




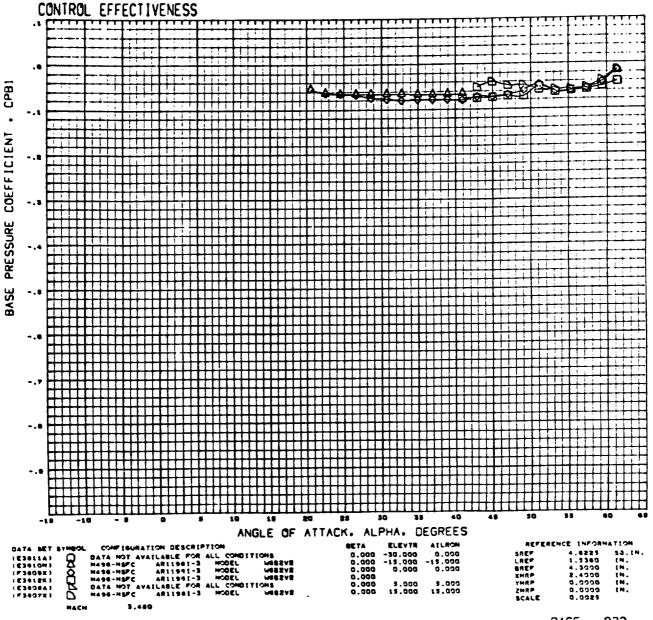




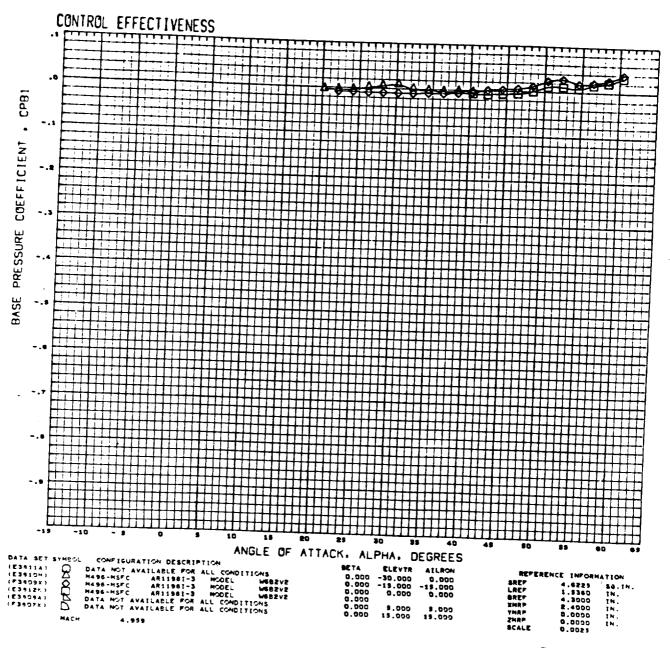
FAGE 62

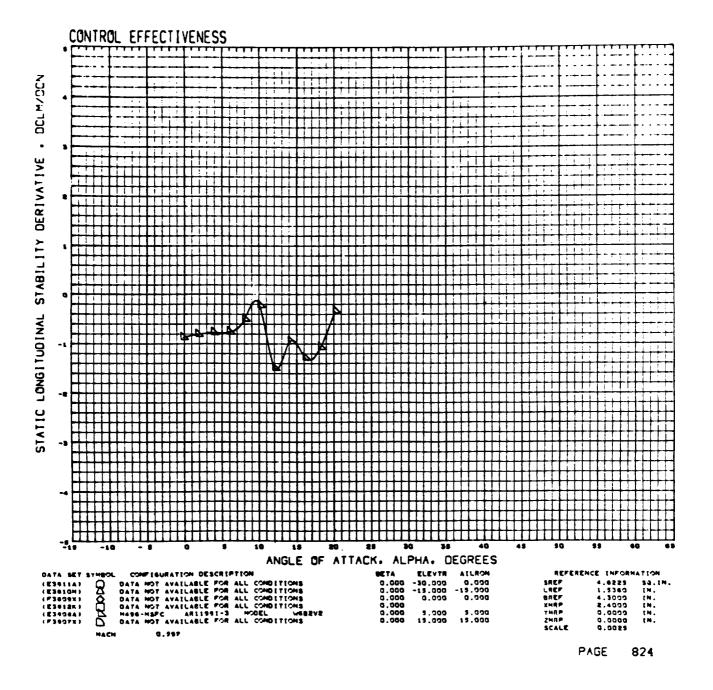


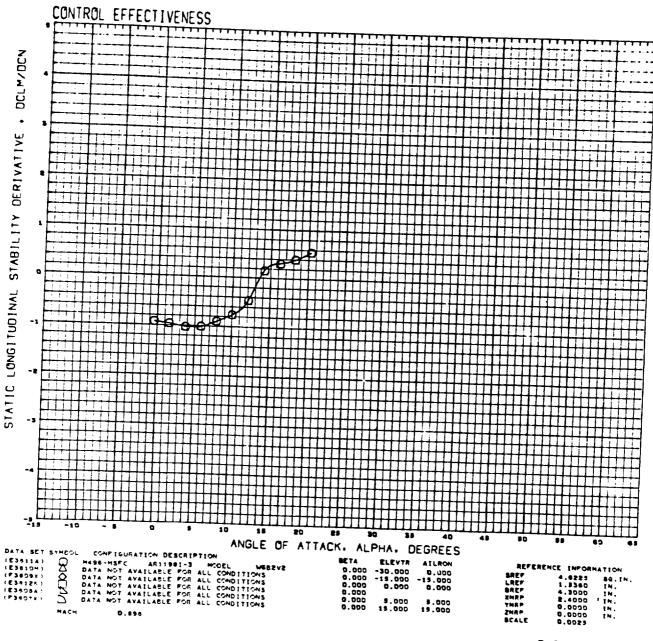
PAGE 821



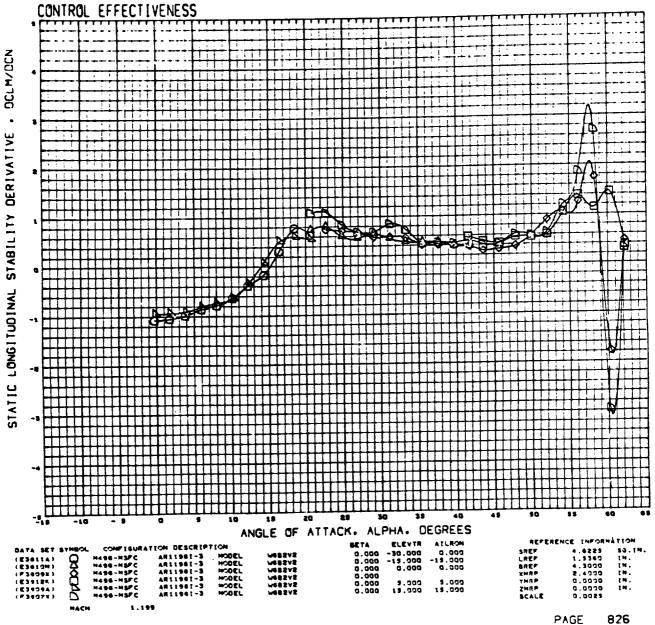
)

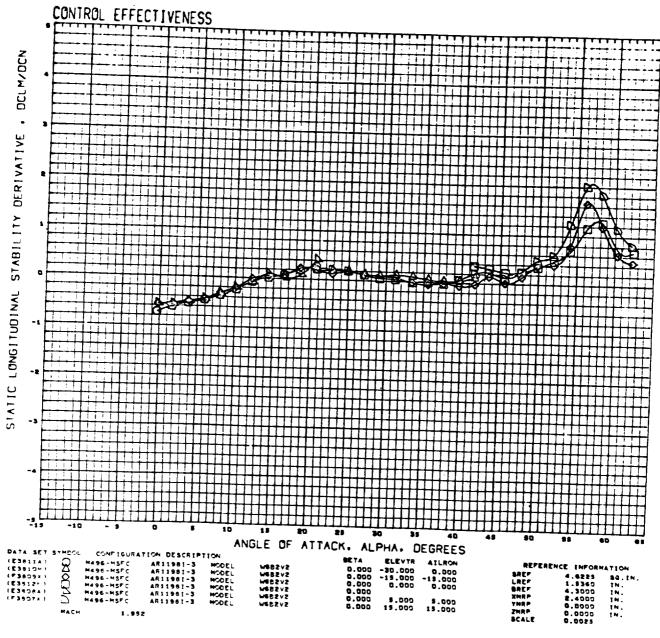




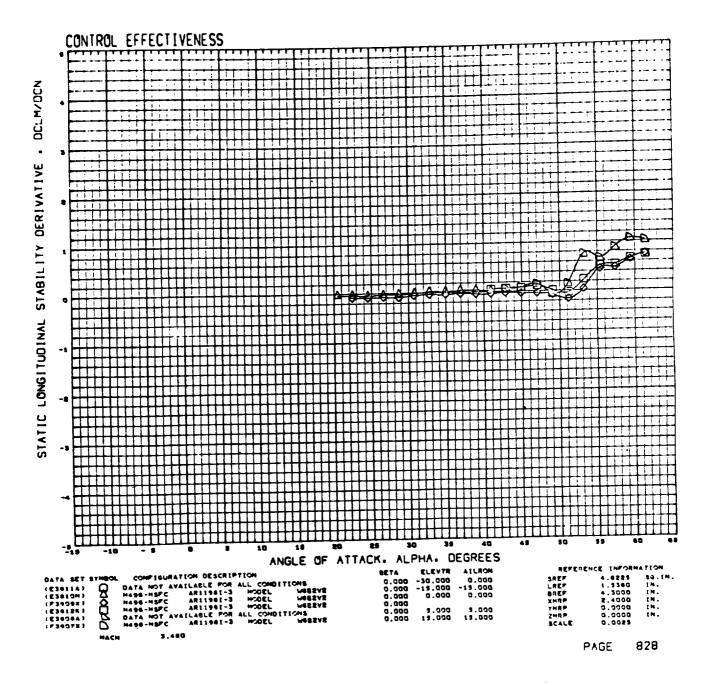


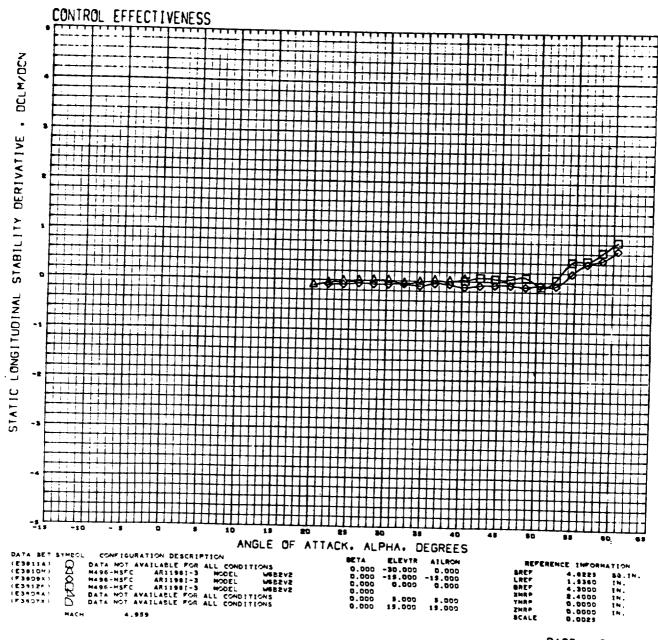
}



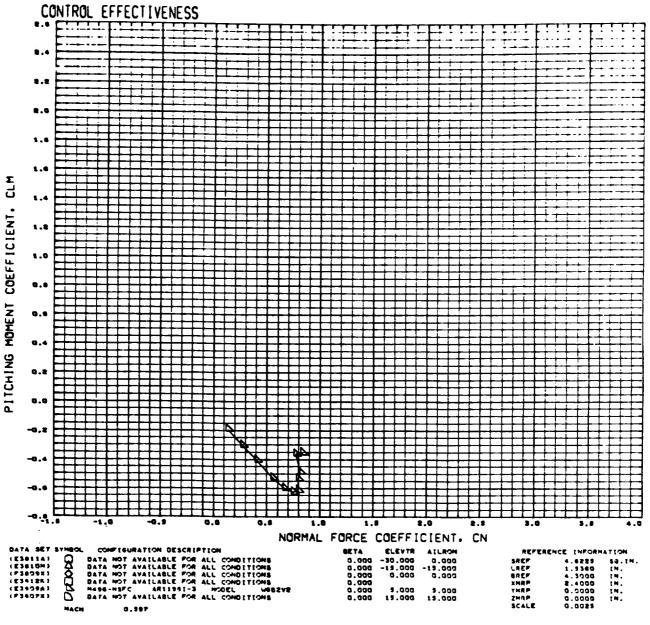


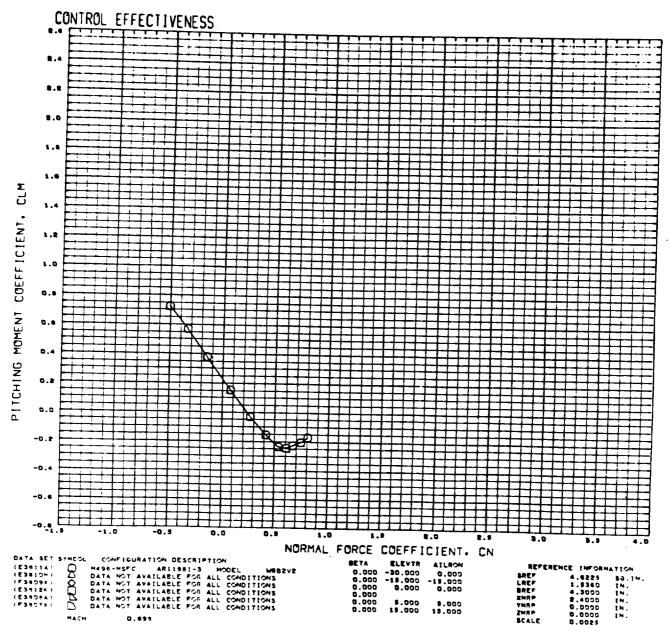
PAGE 827

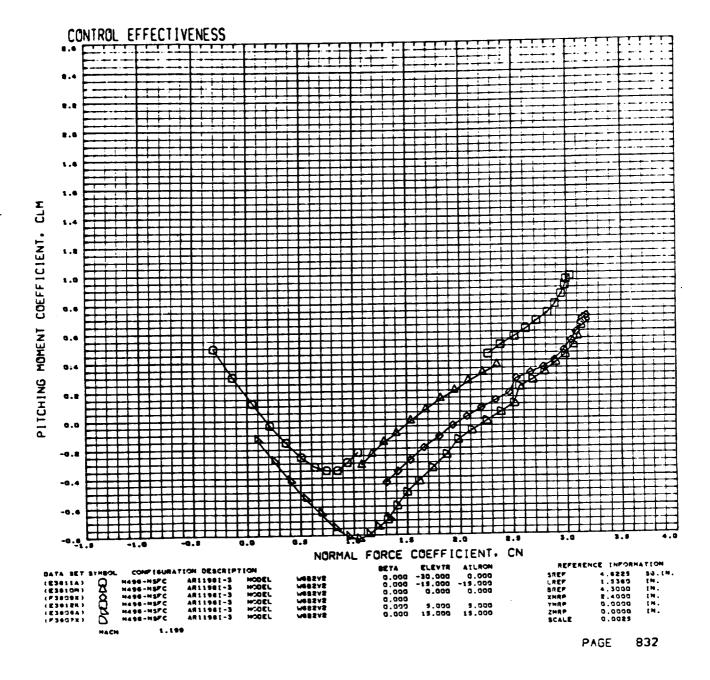


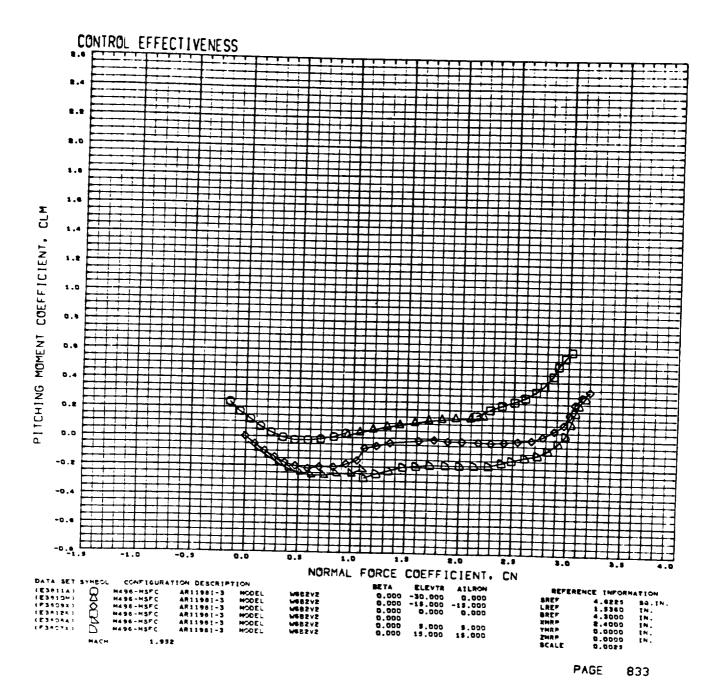


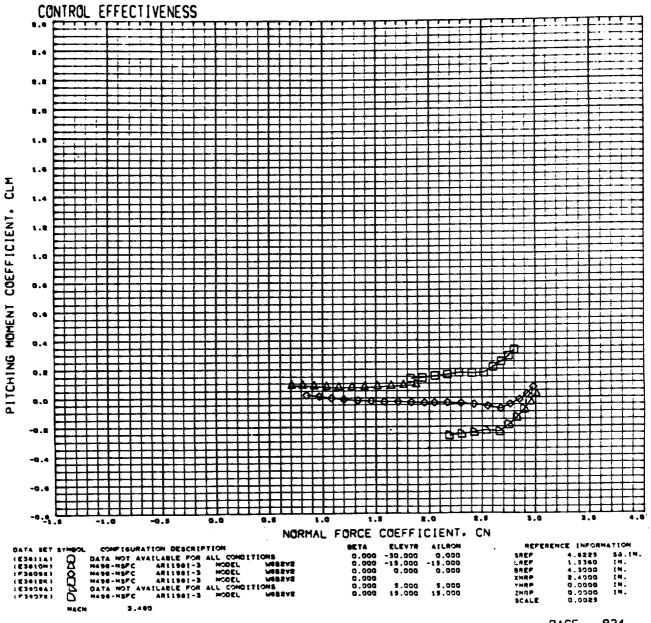
)

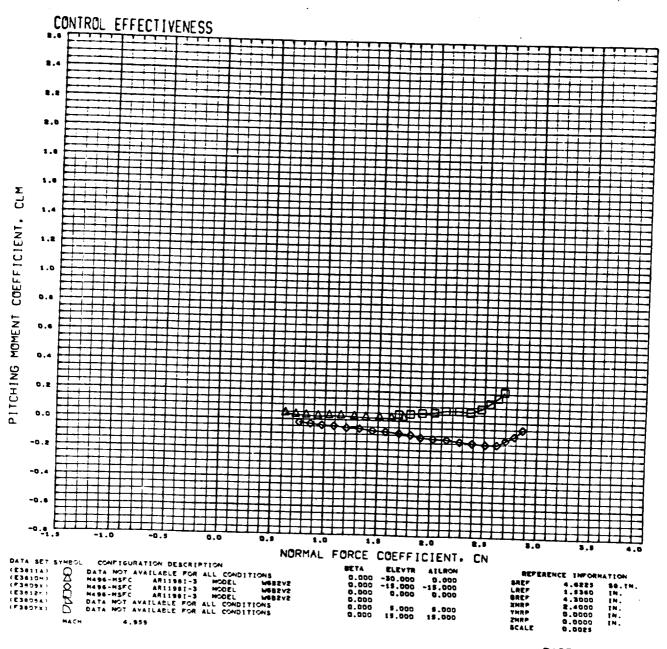


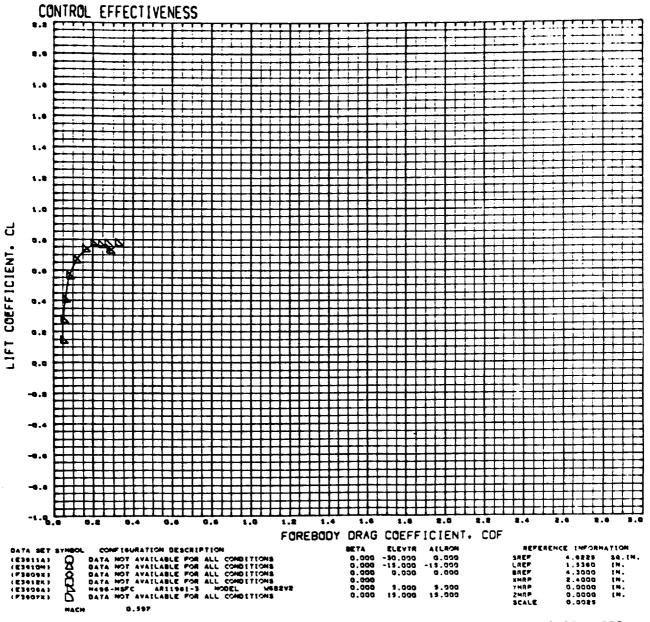


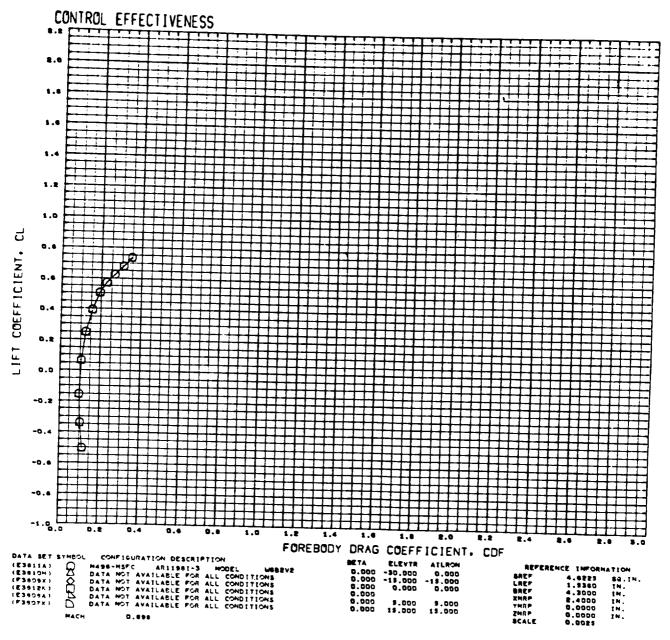


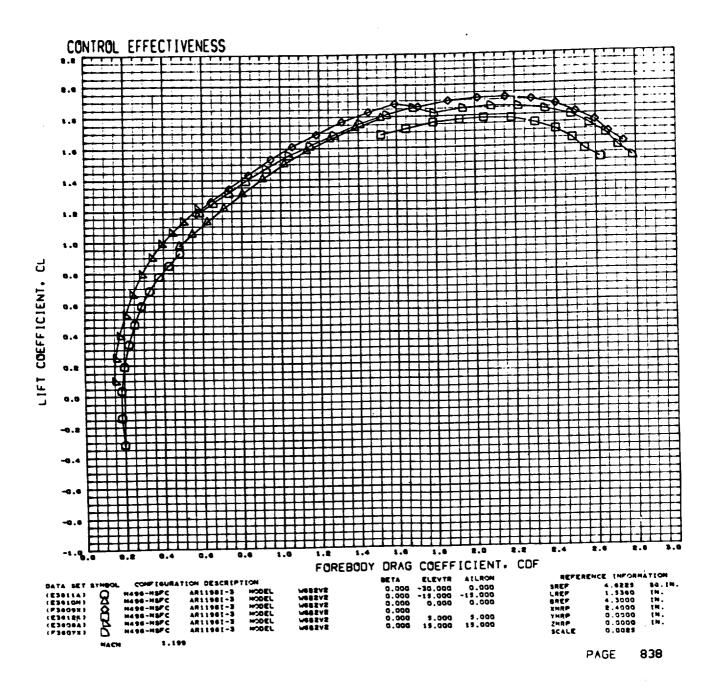


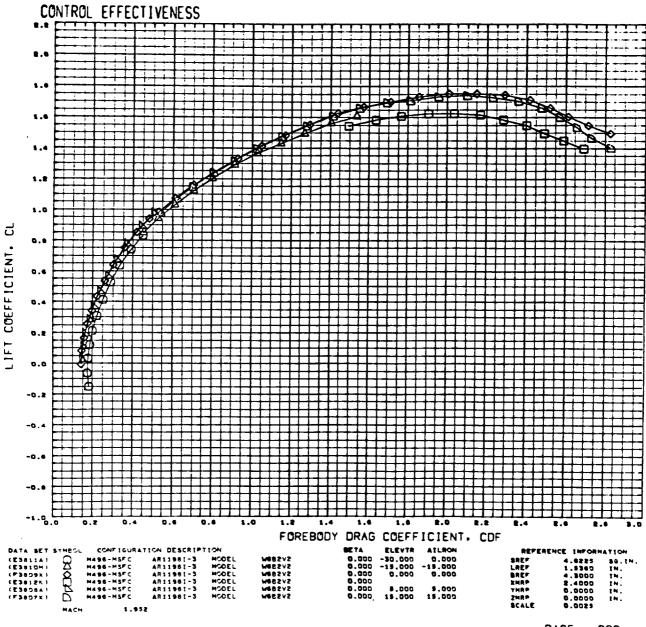


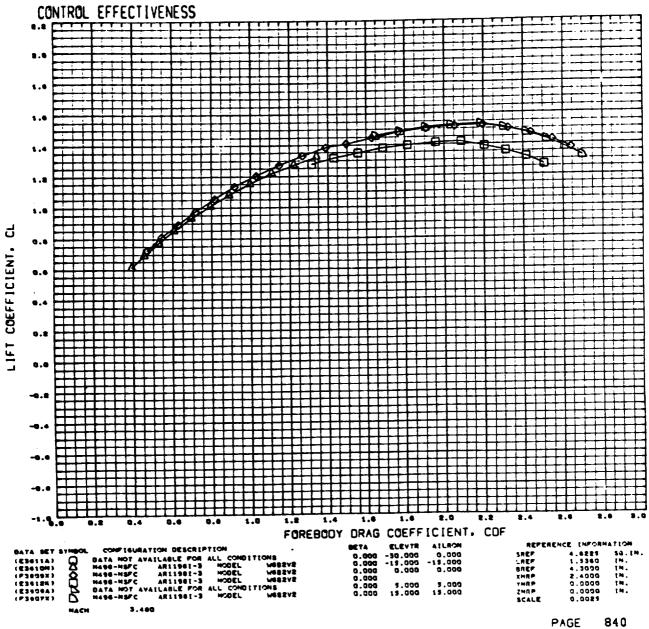


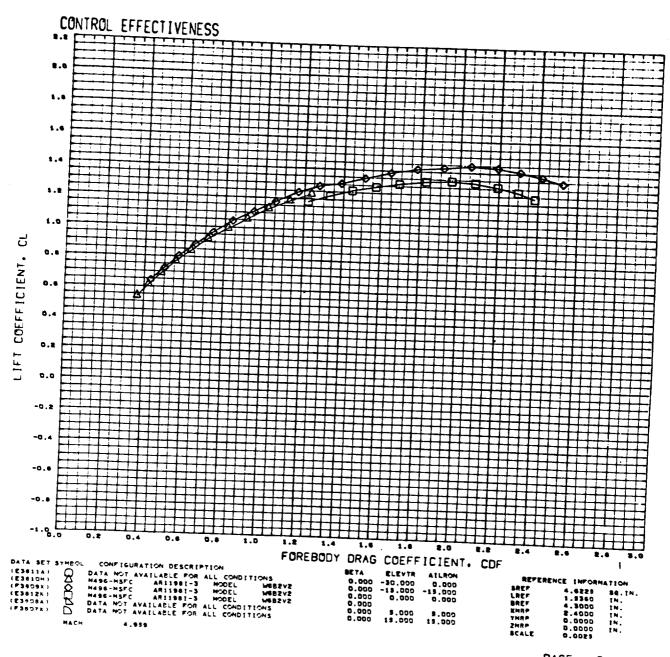




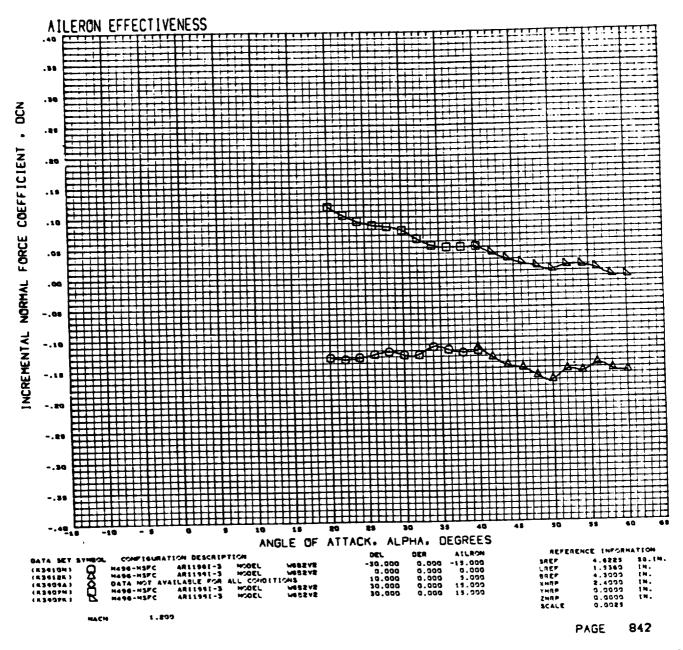






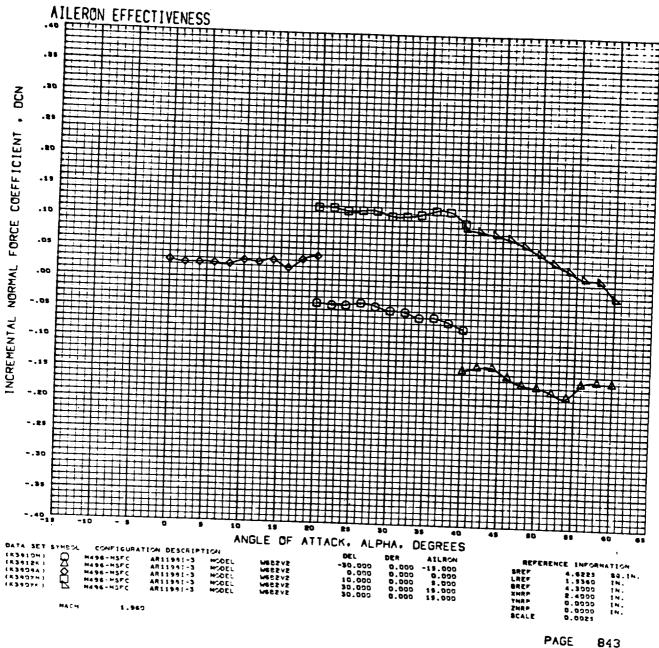


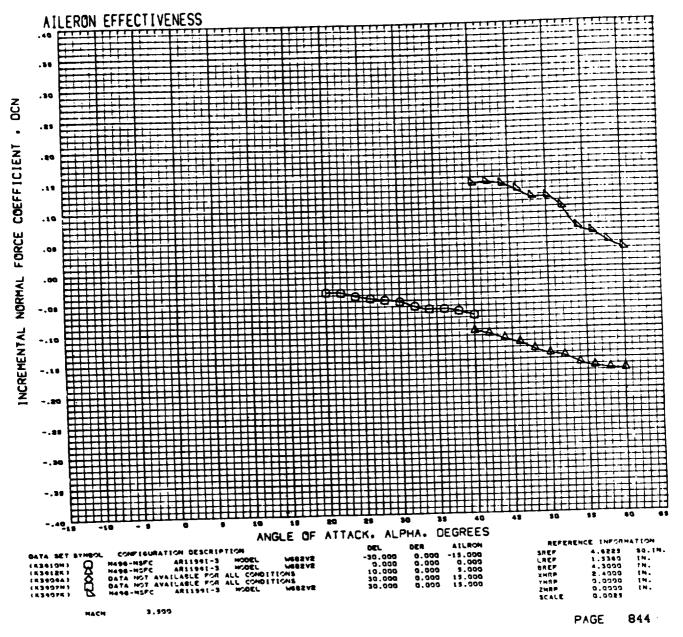
PAGE 841



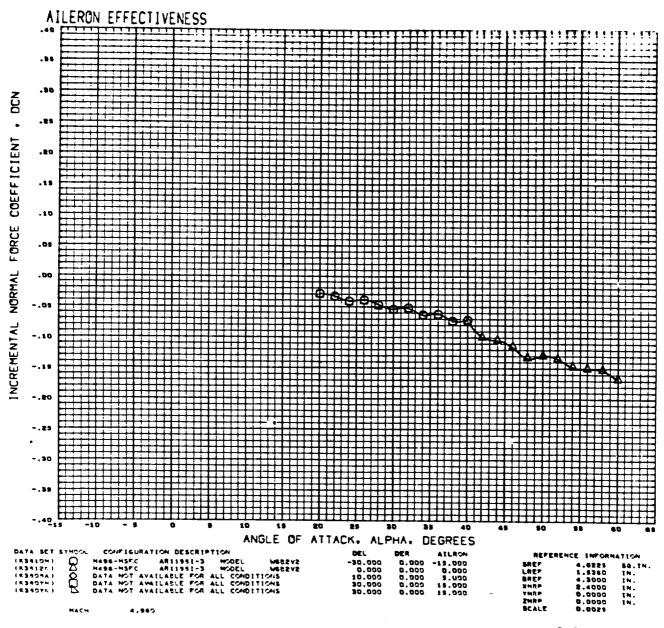
. -: 4

1

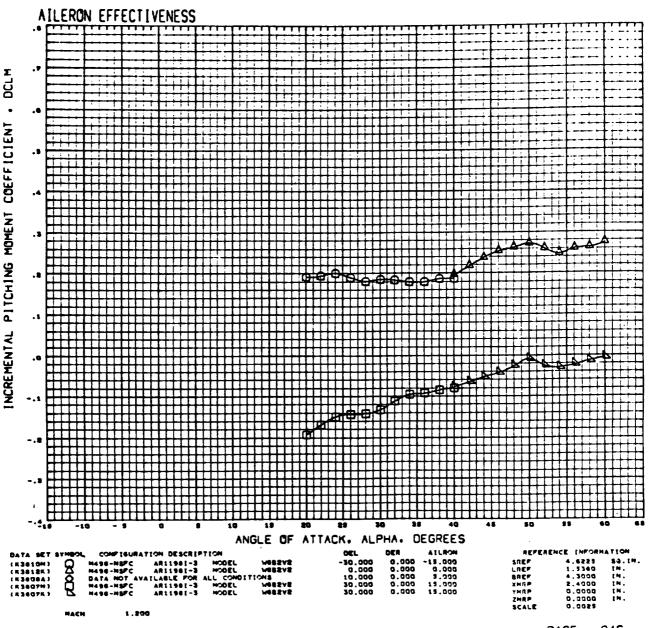


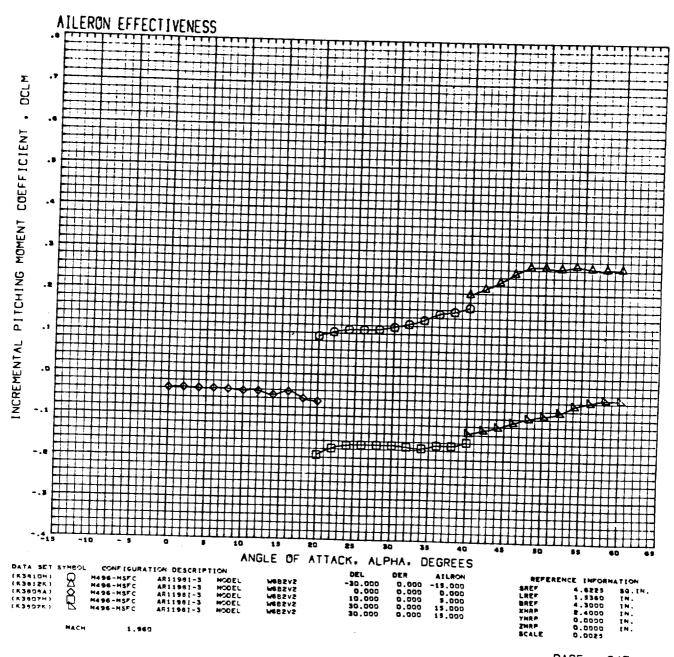


....

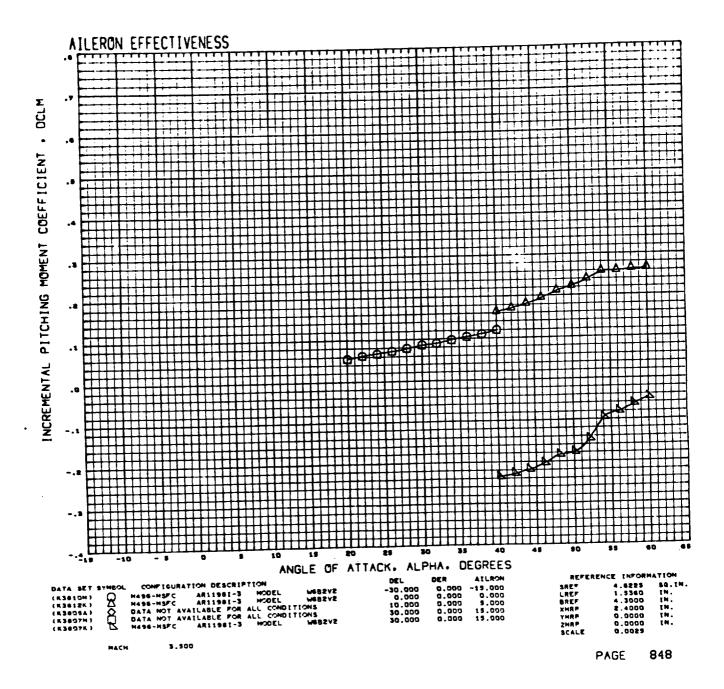


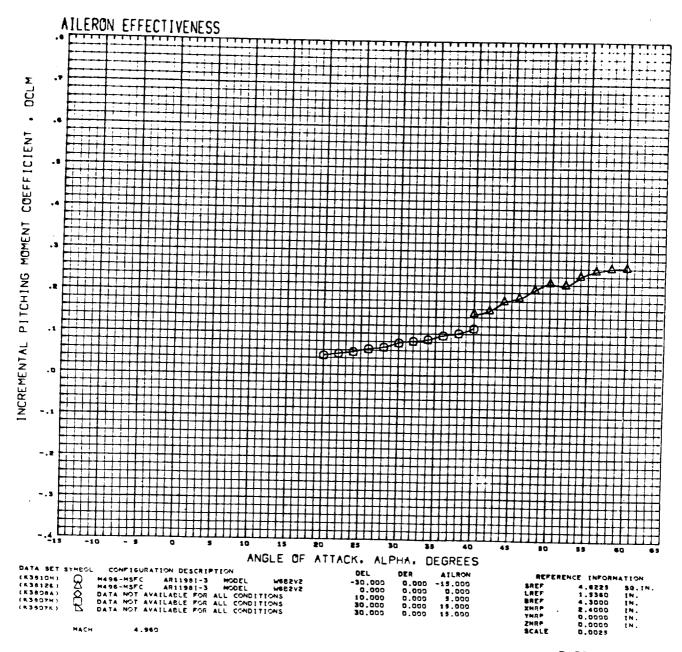
77)

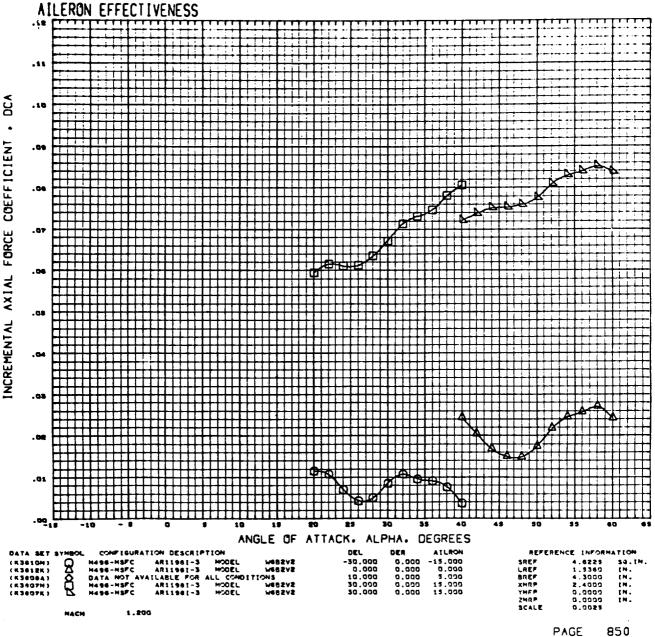




)

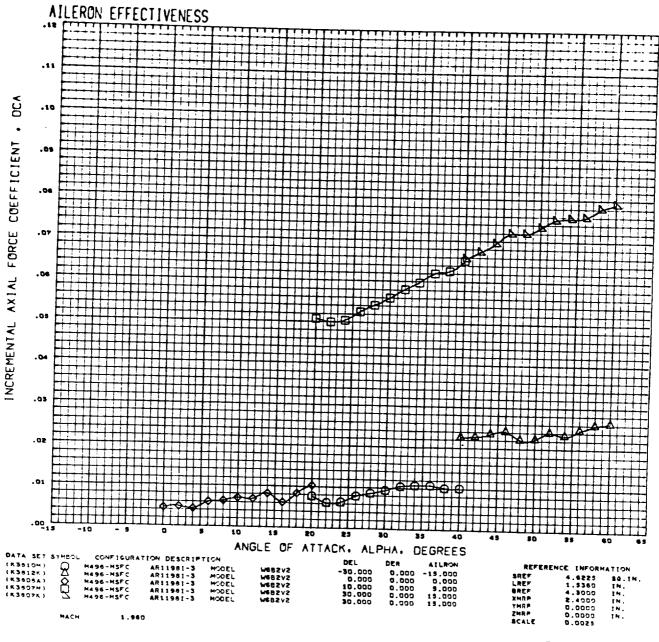


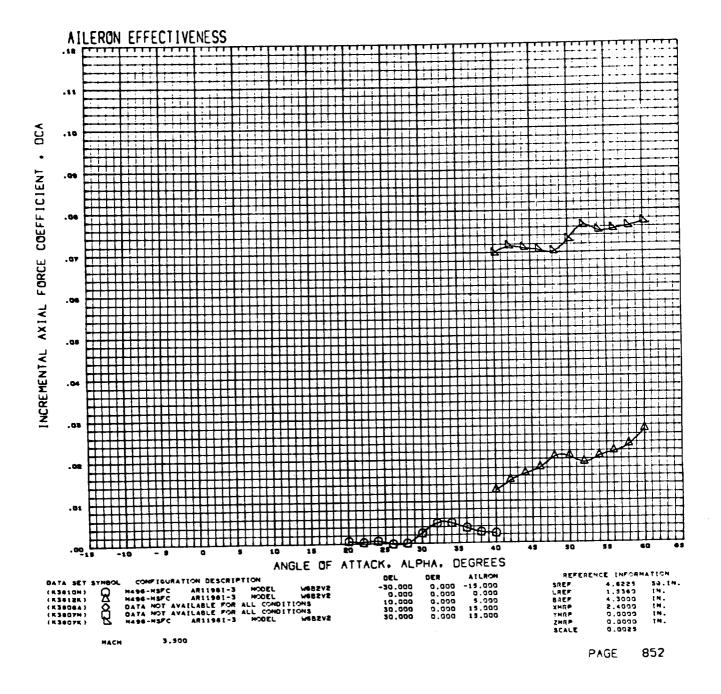


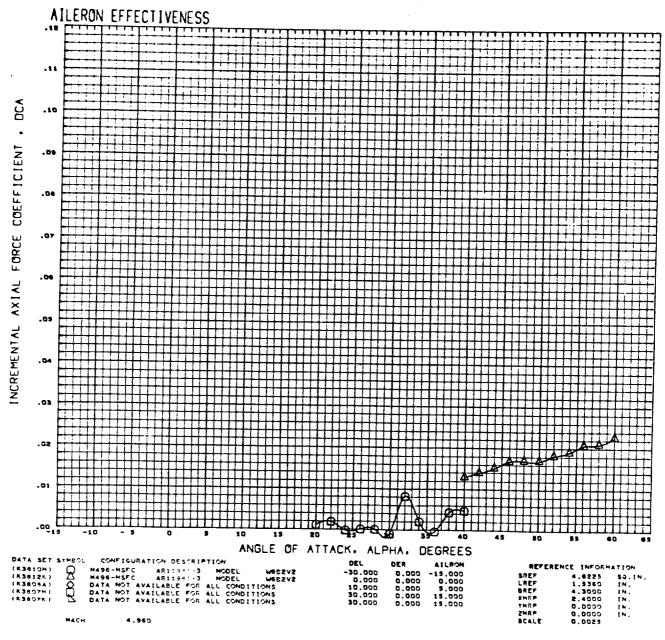


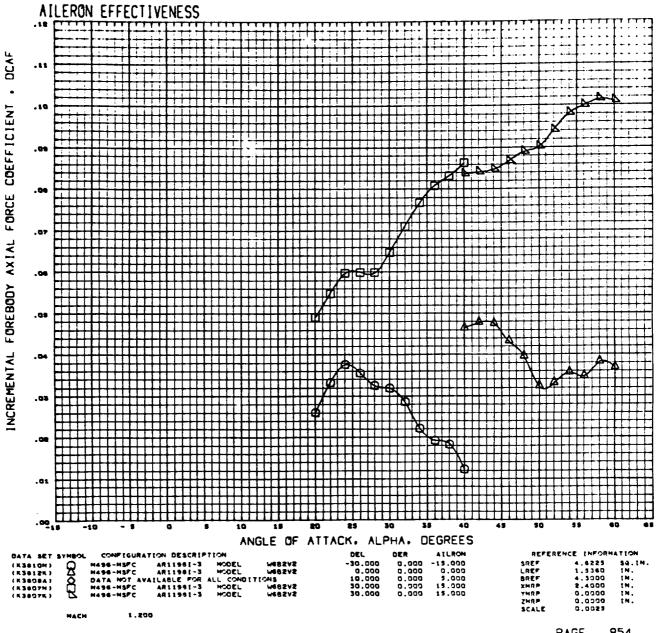
í

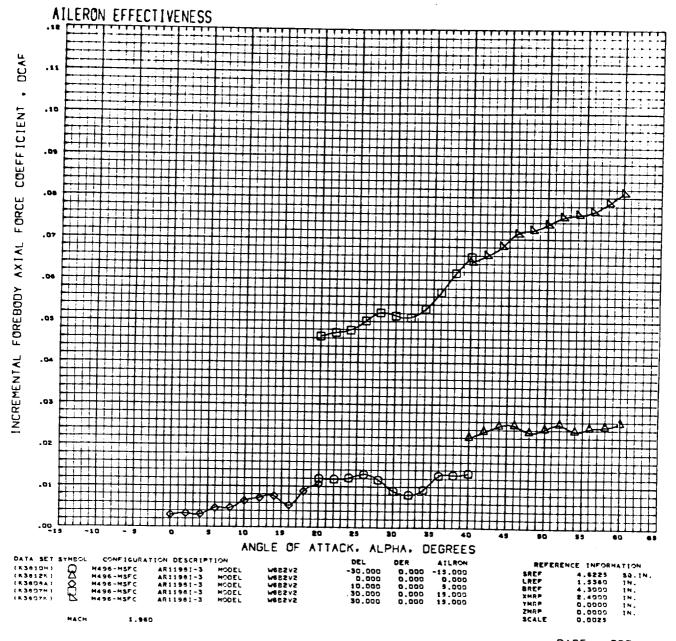
1



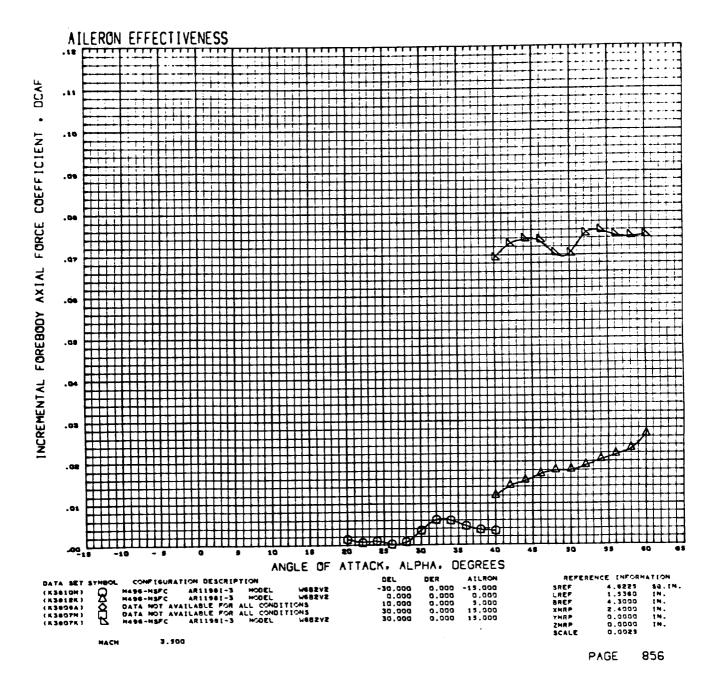




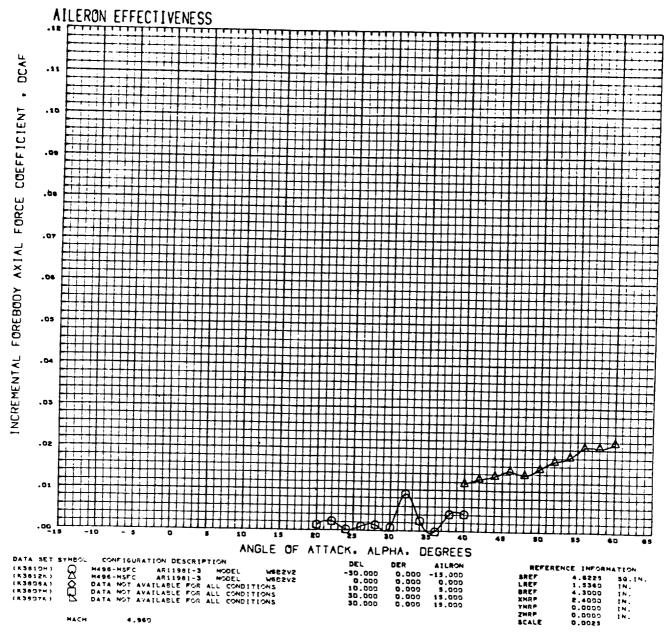


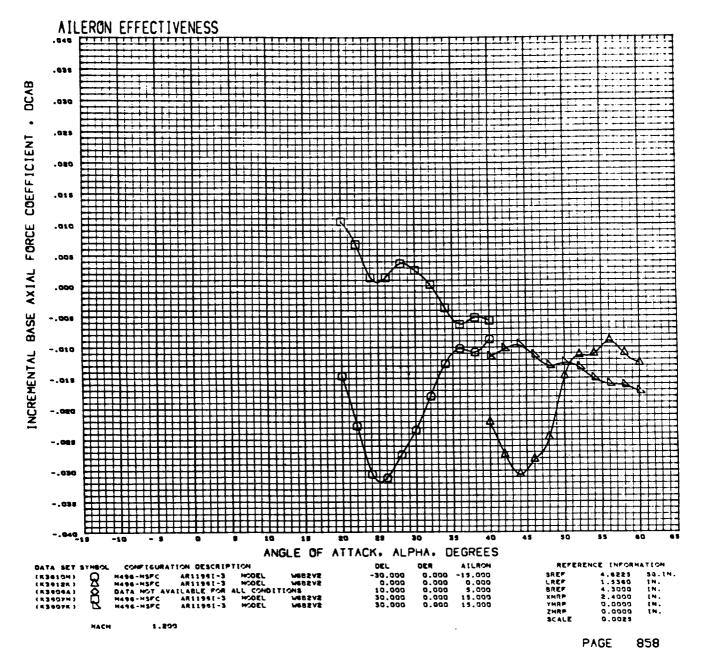


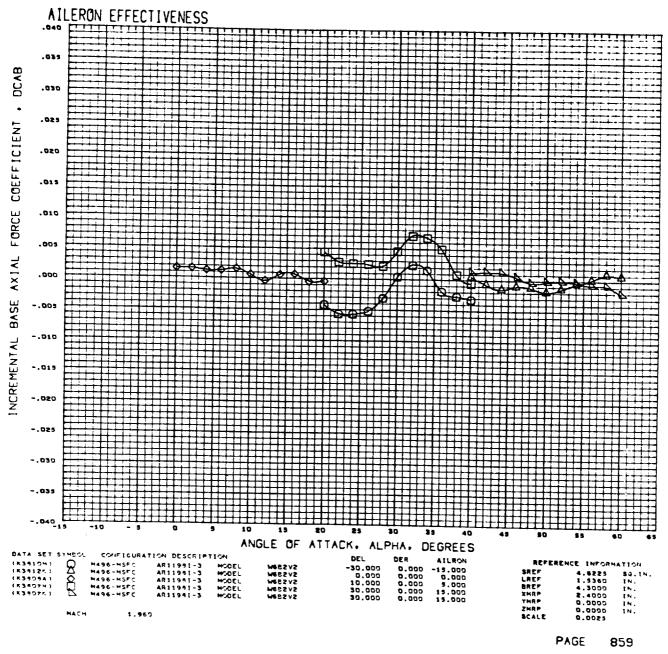
 $\bigcup$ 

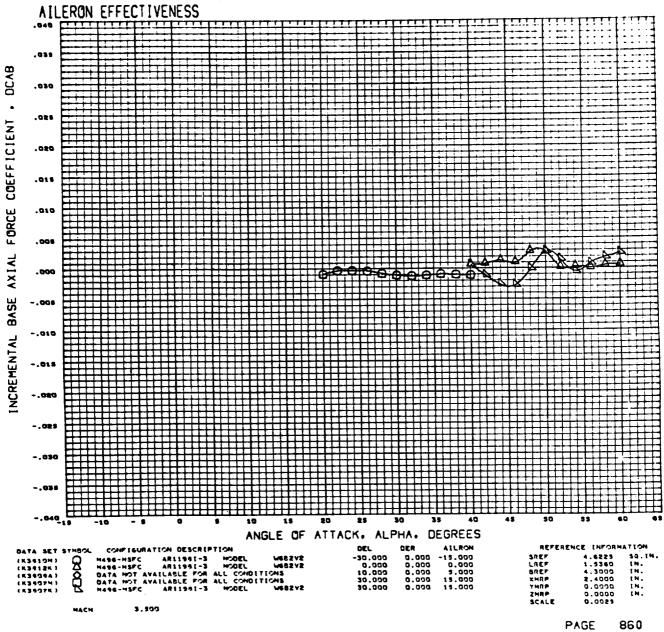


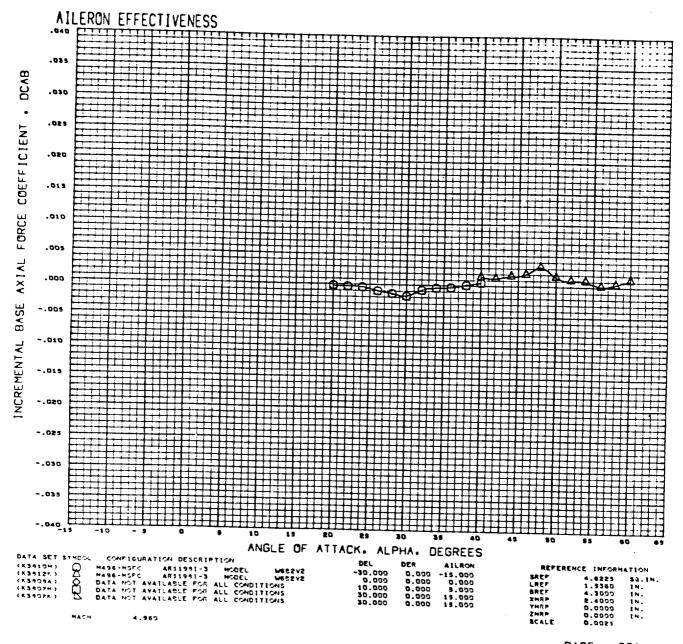
(



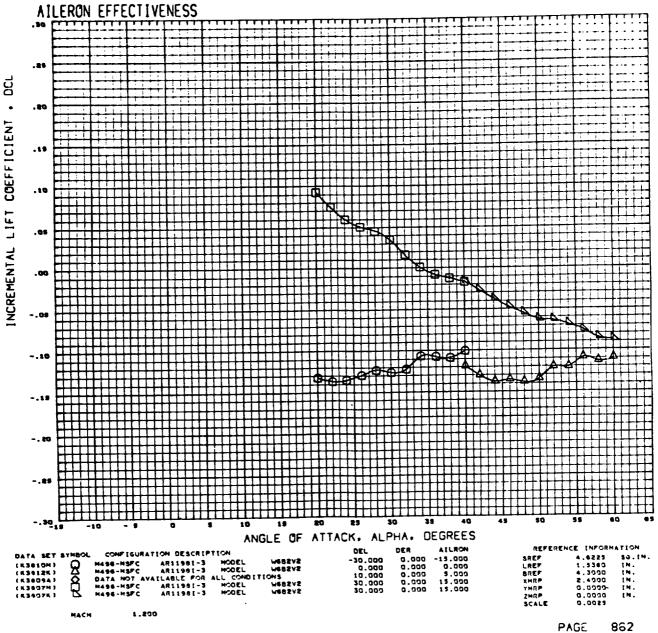


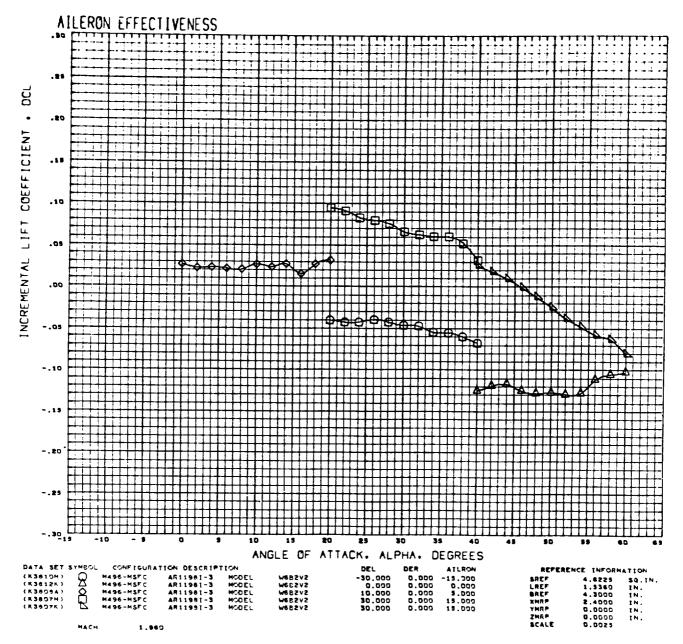


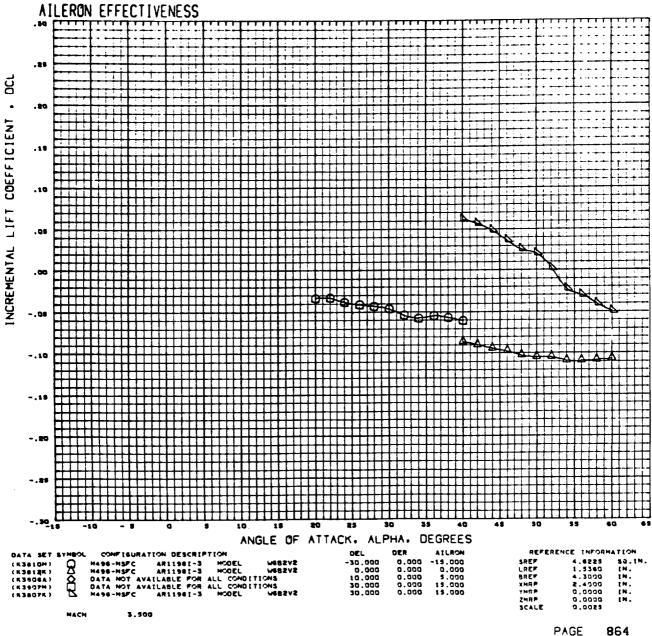


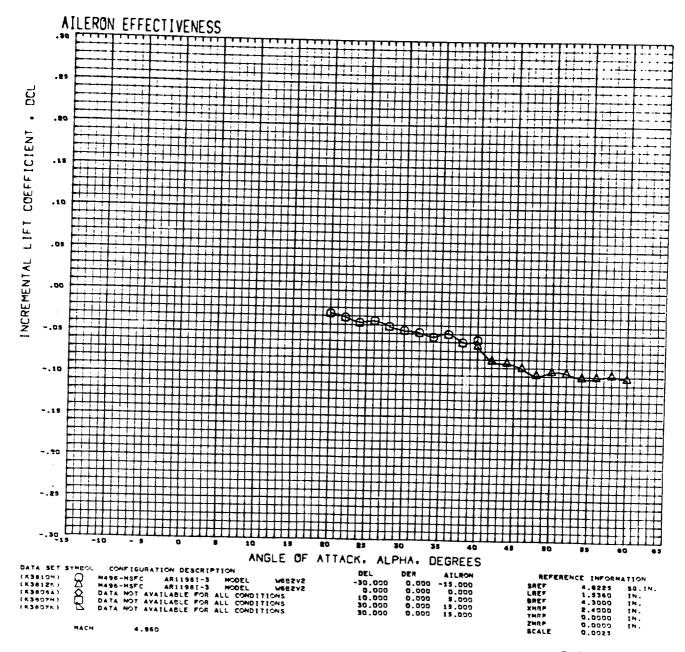


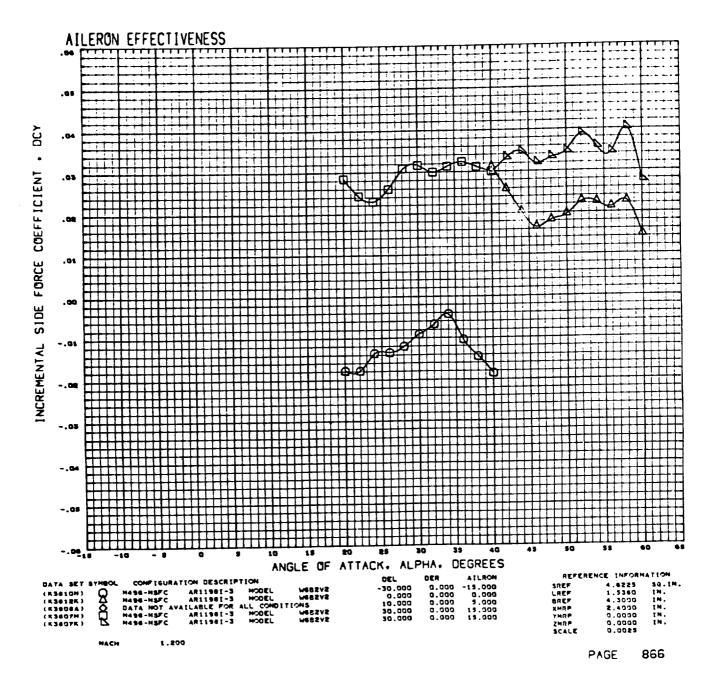
, , 1



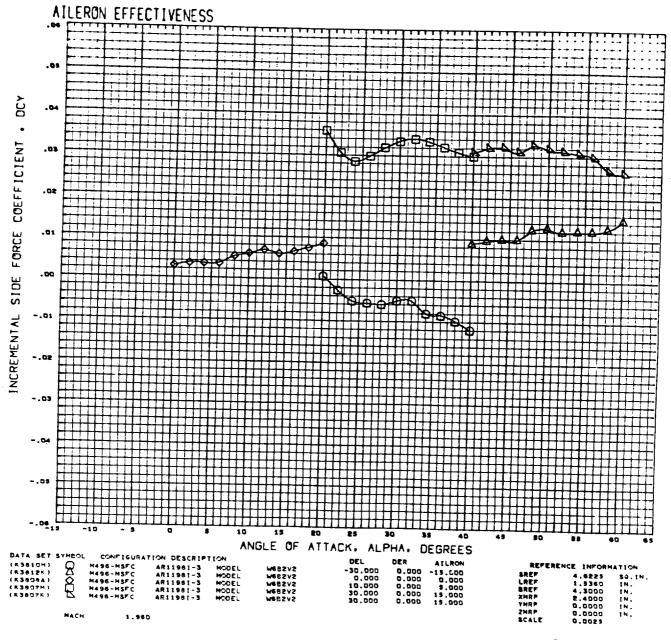


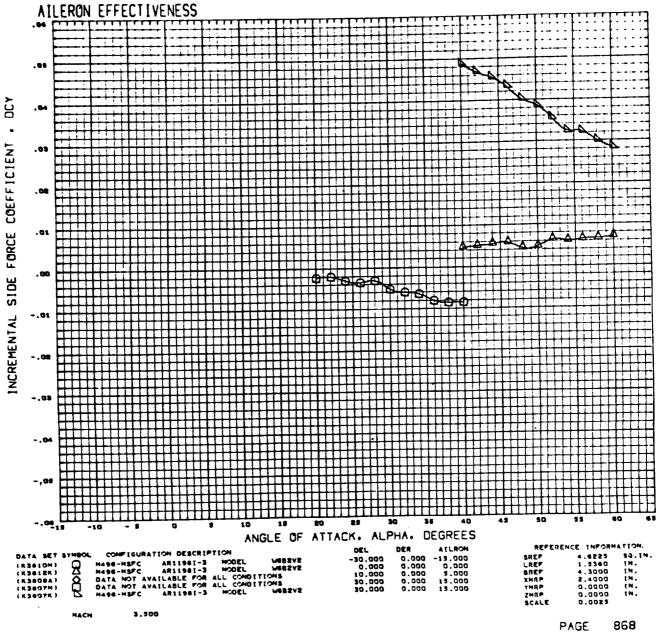


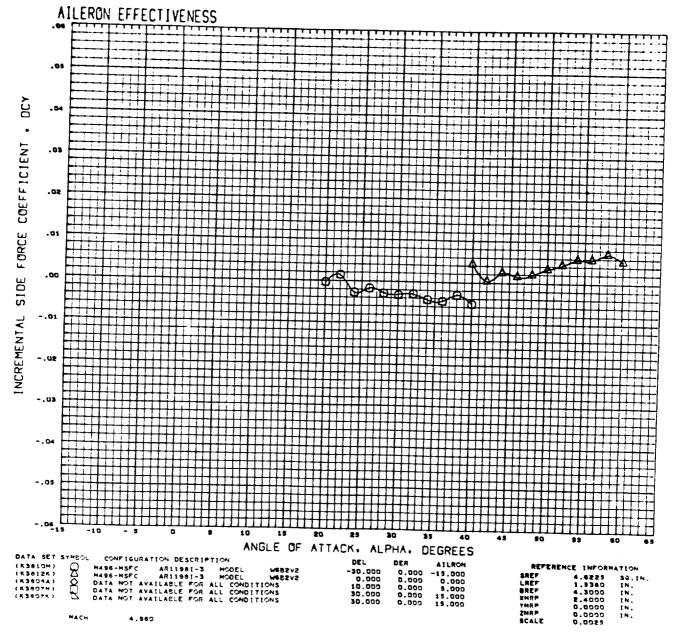


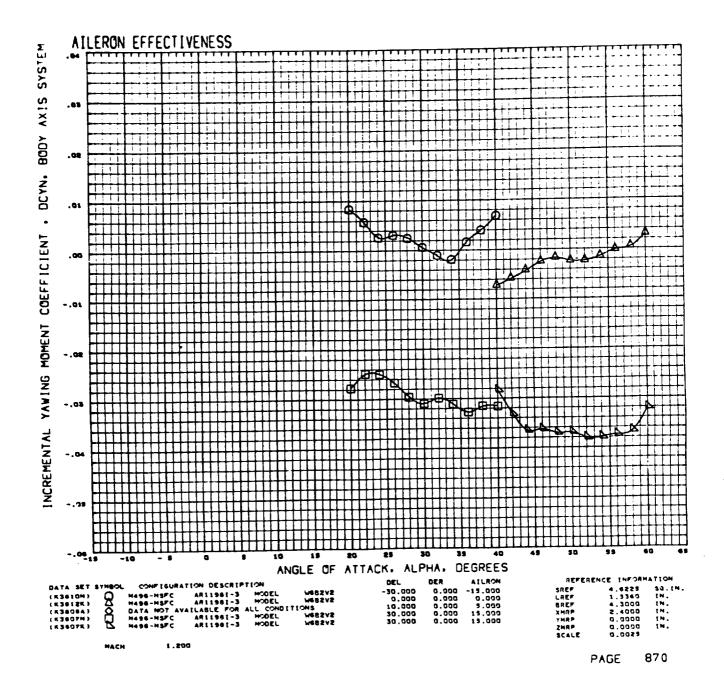


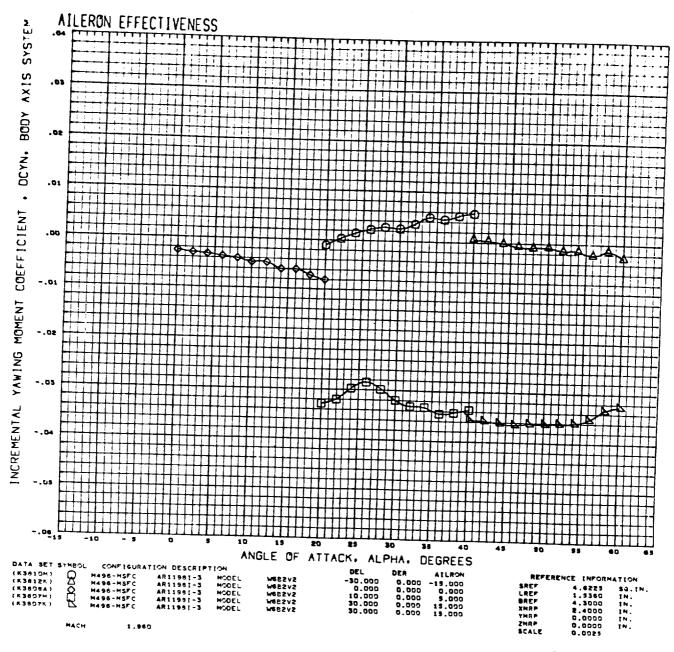
,





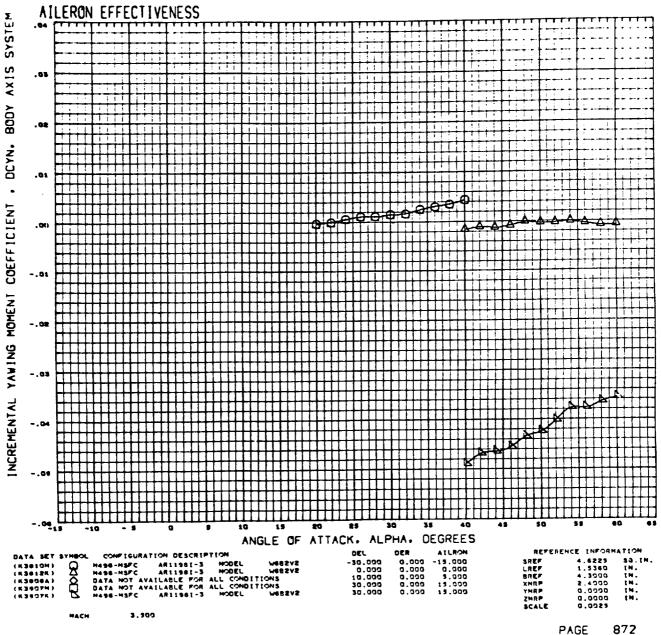


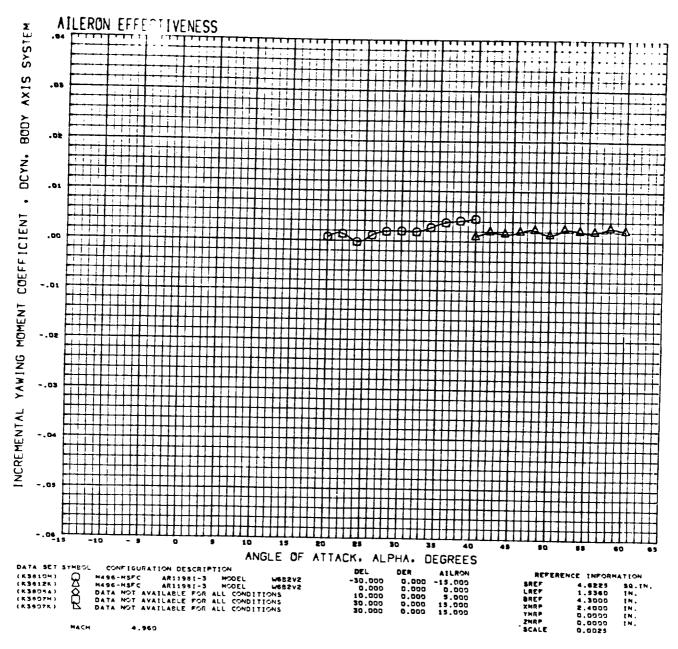


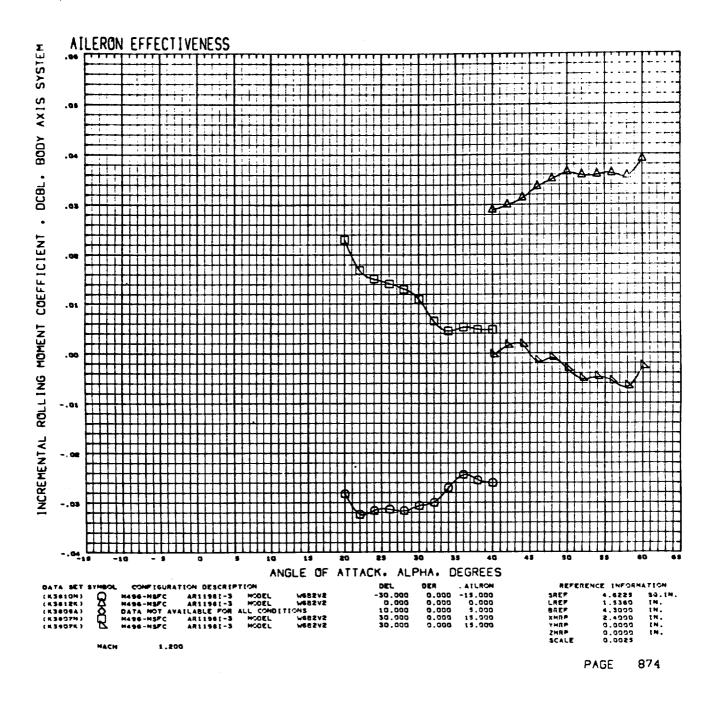


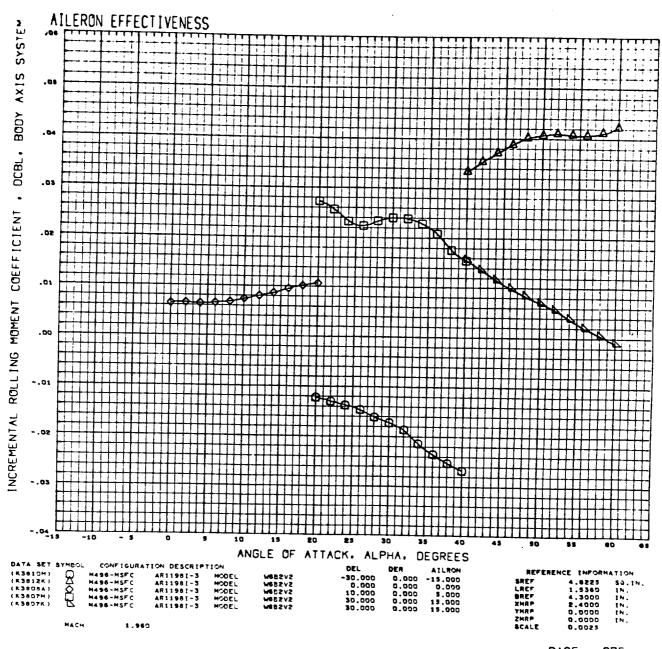
PAGE 871

)

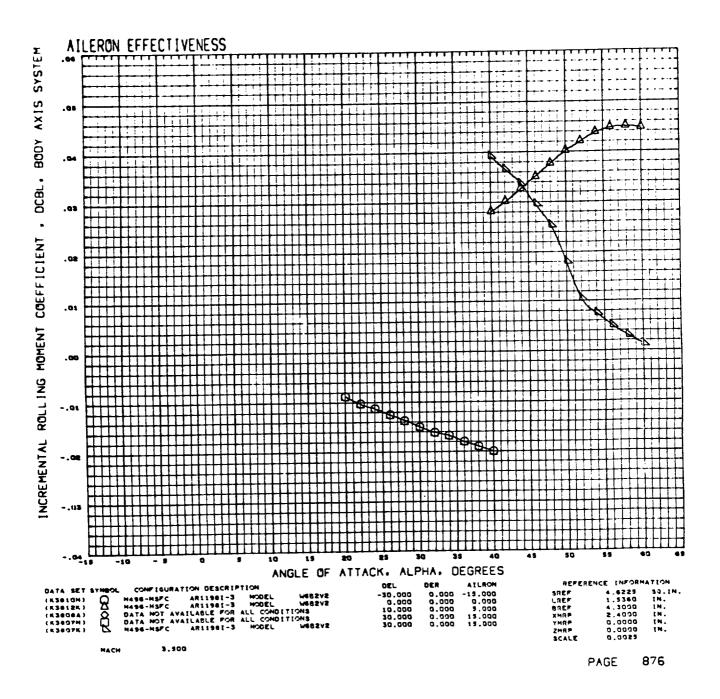


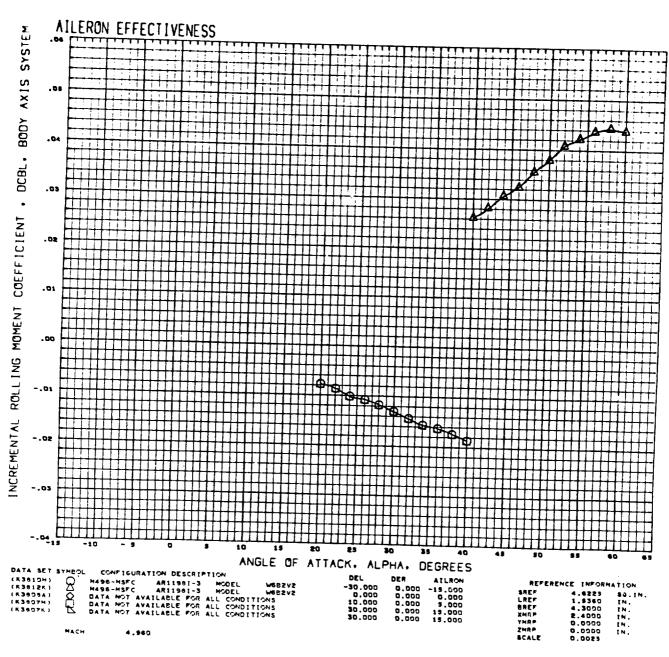




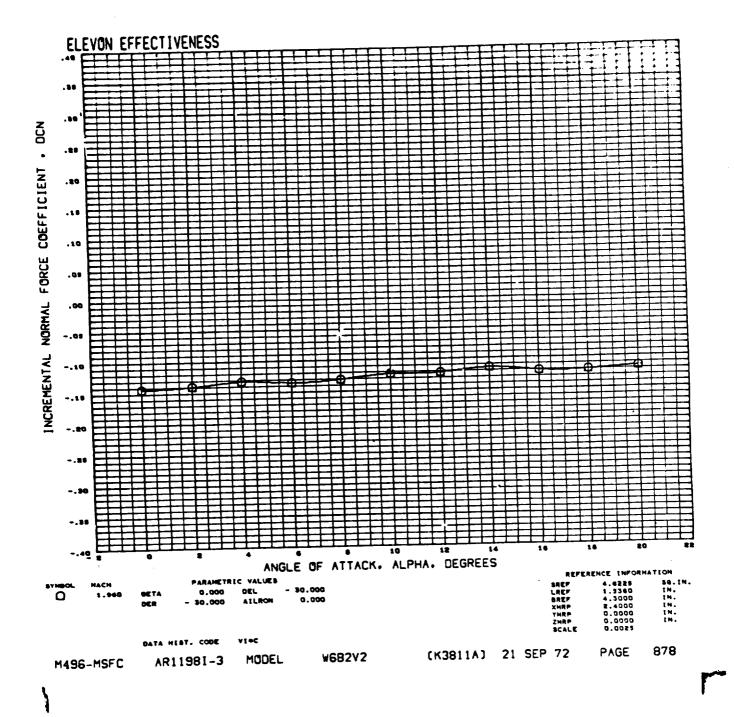


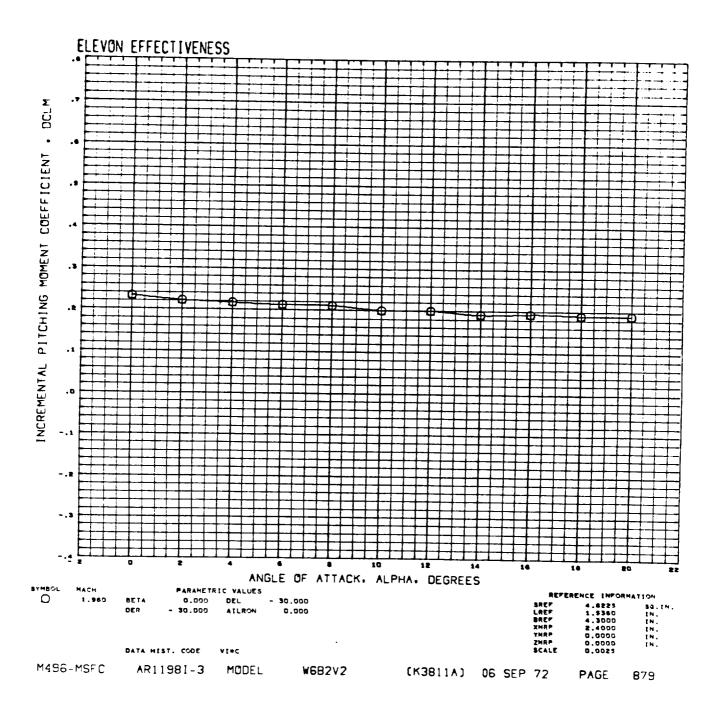
(



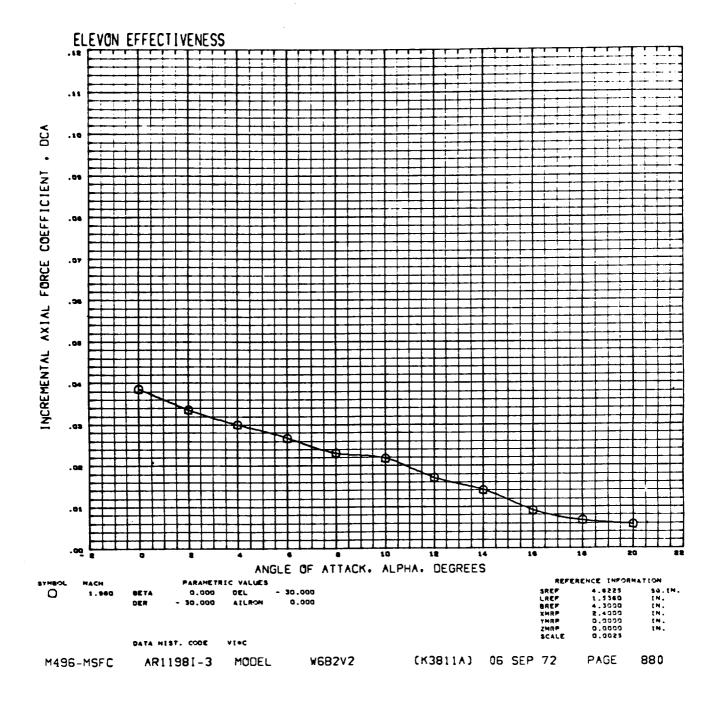


)

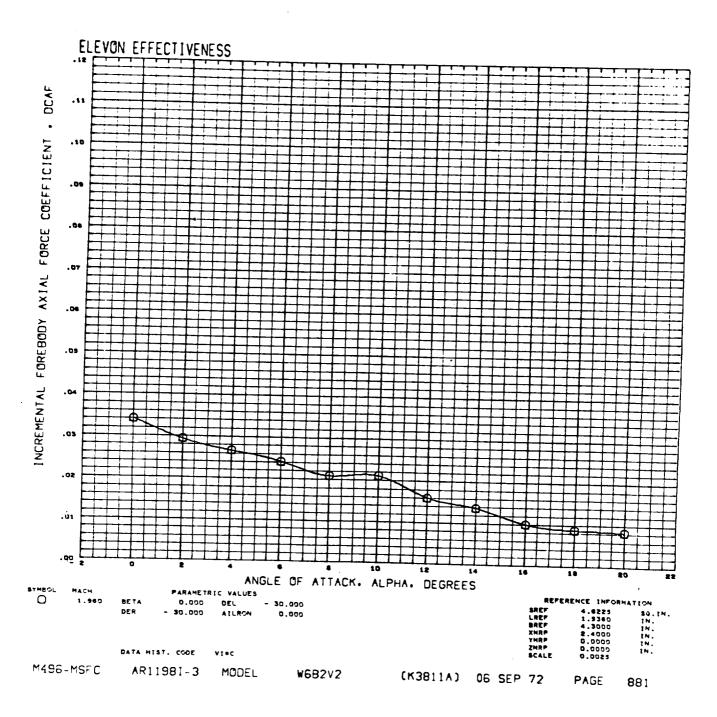




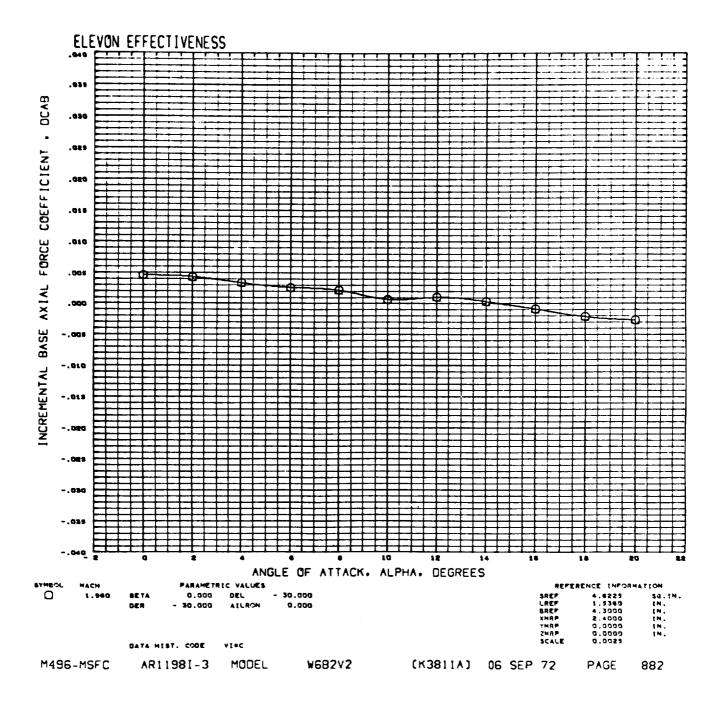
\_)



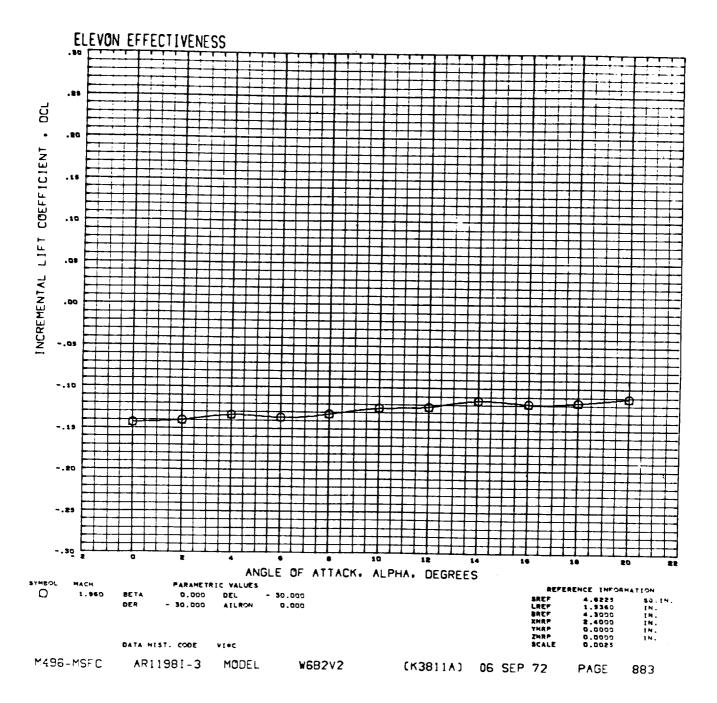
(



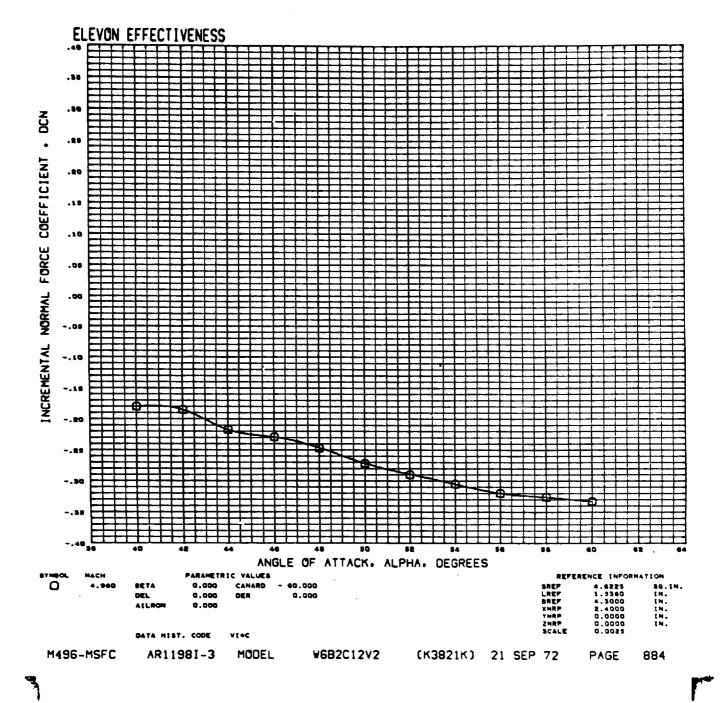
\_ )

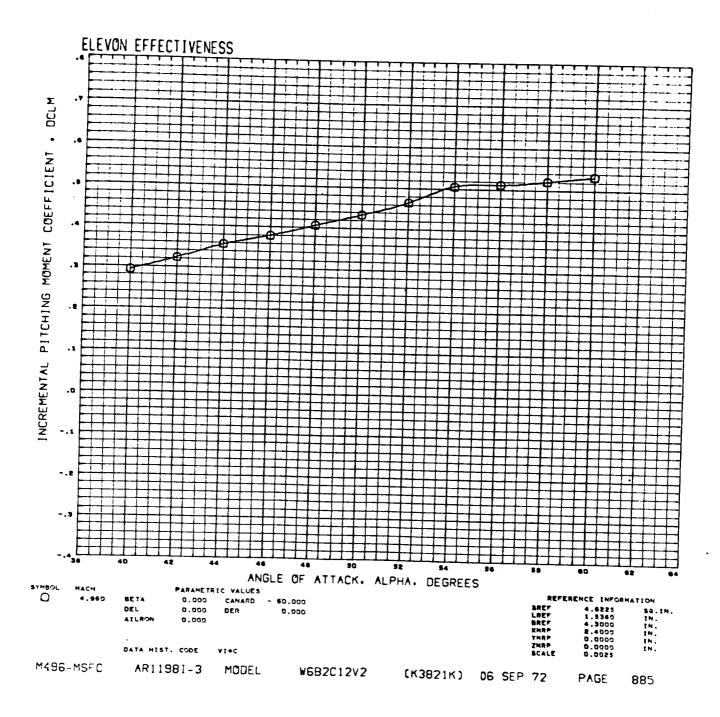


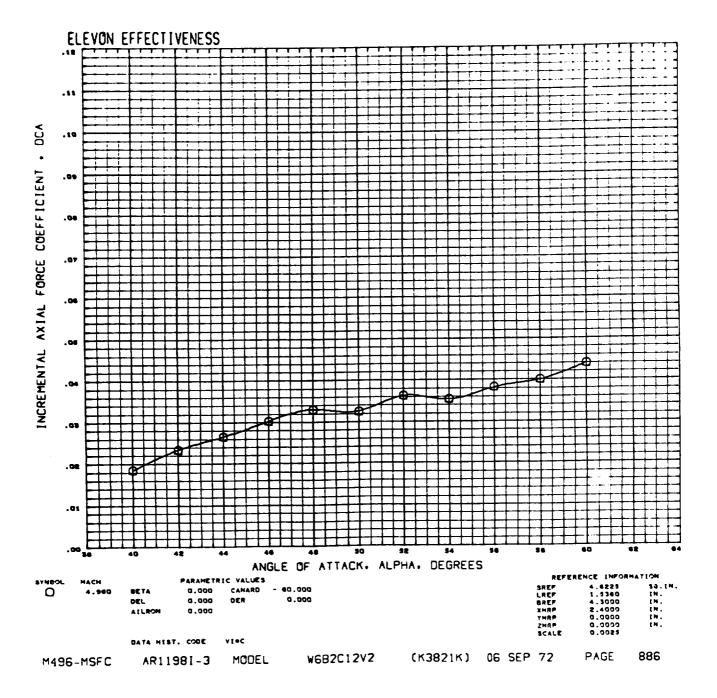
į

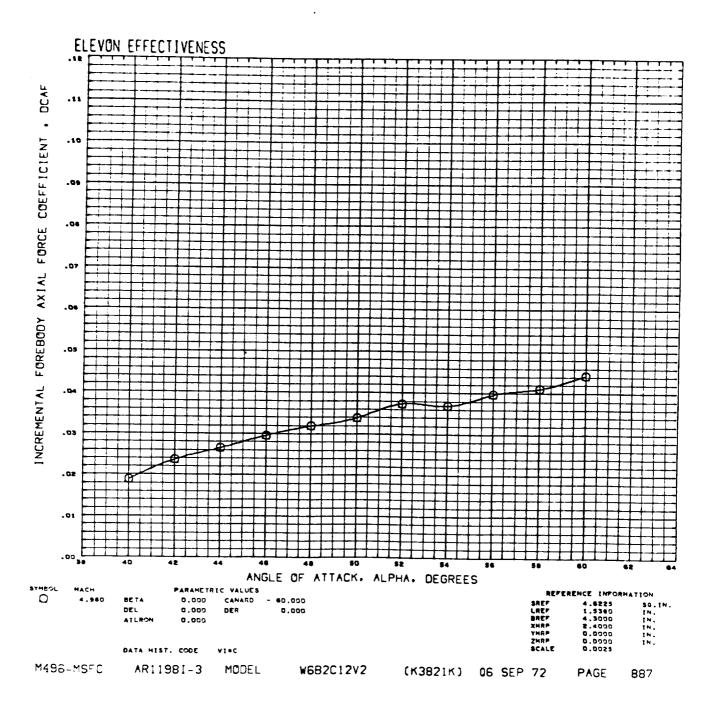


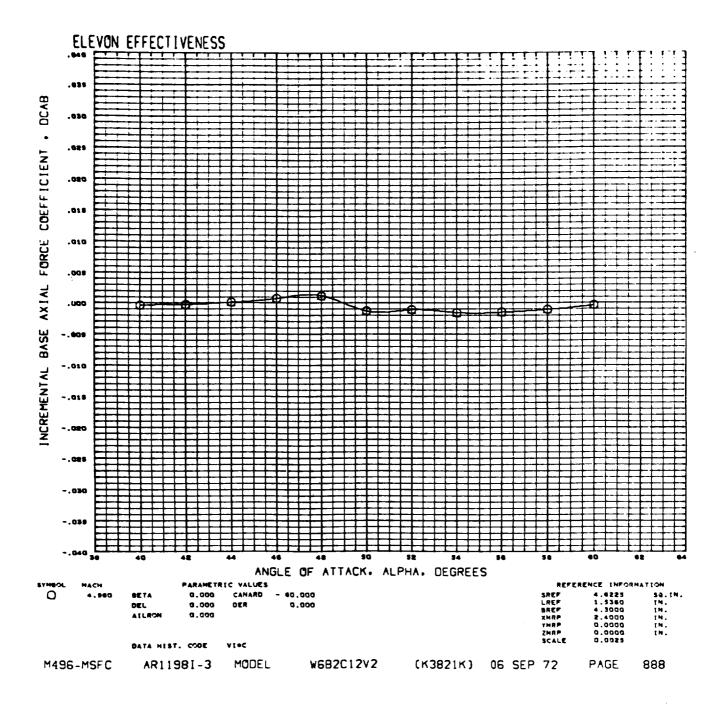
)



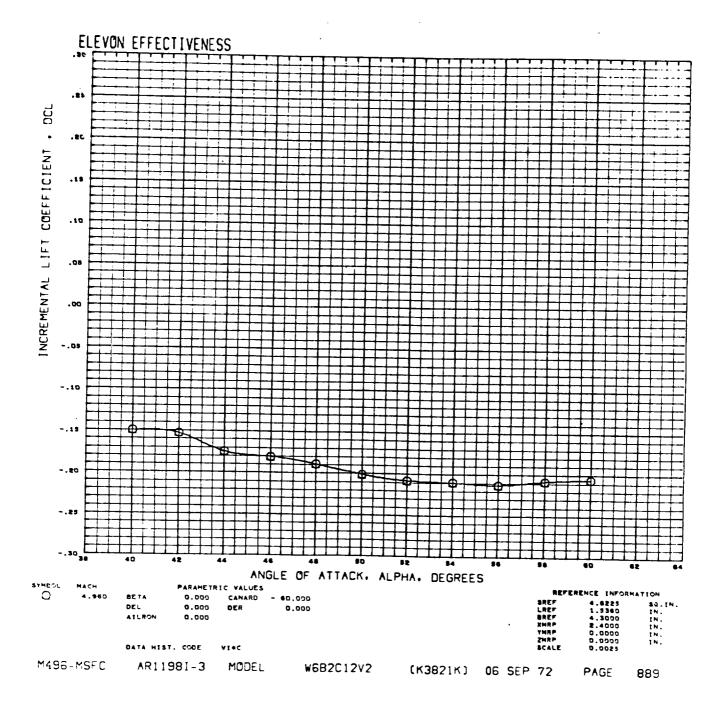




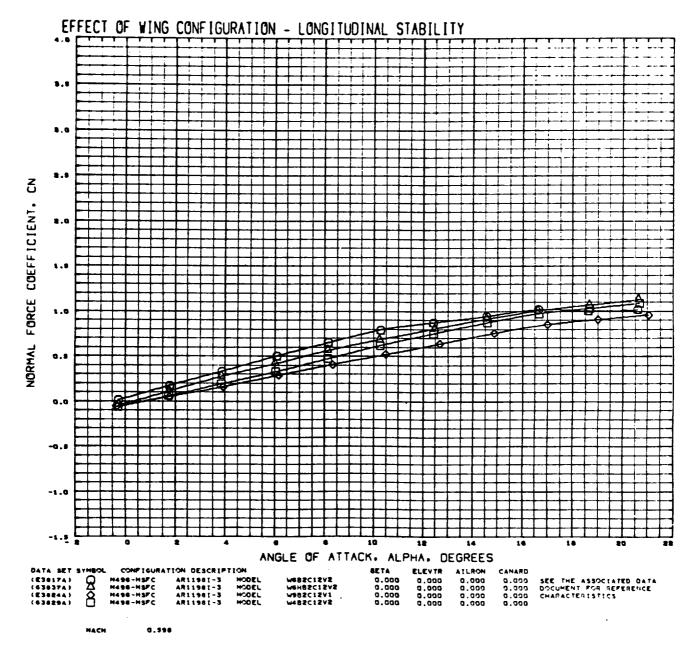




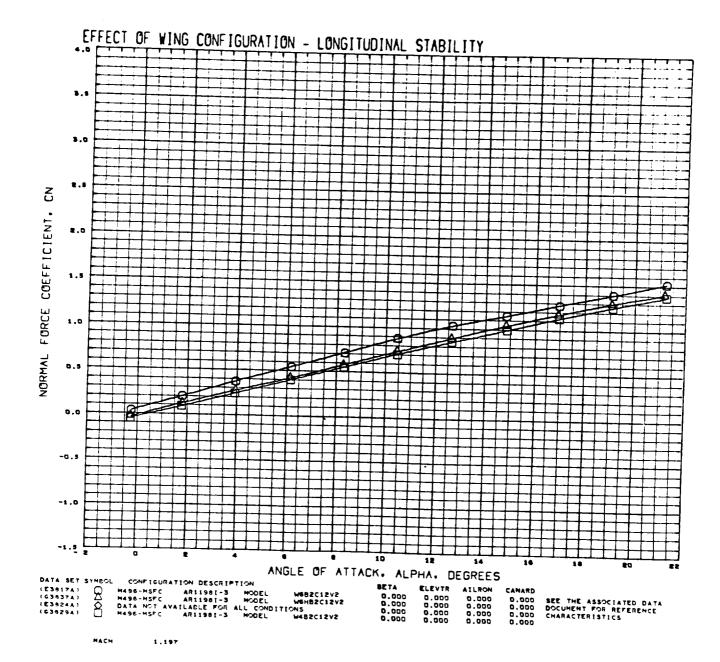
Ì

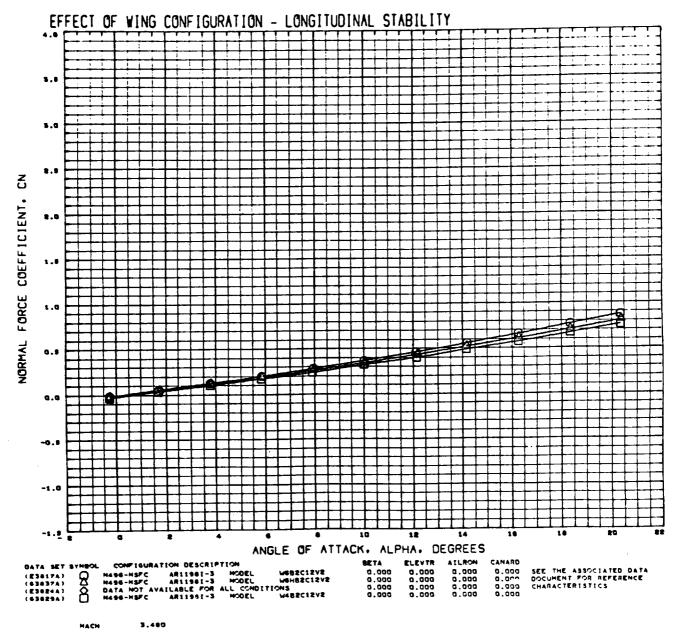


į

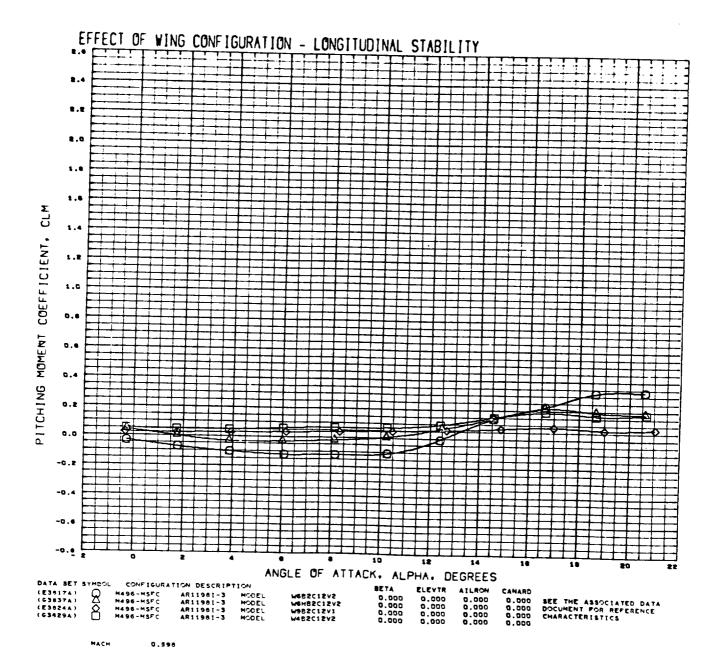


į

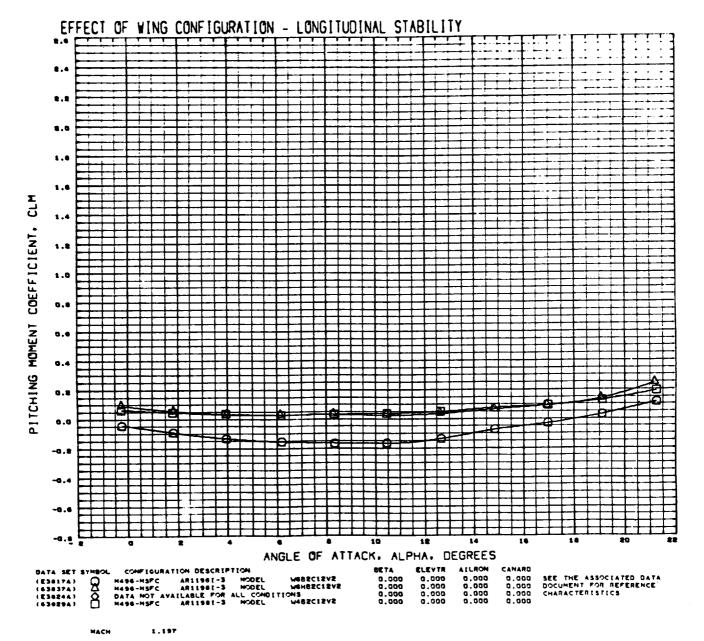


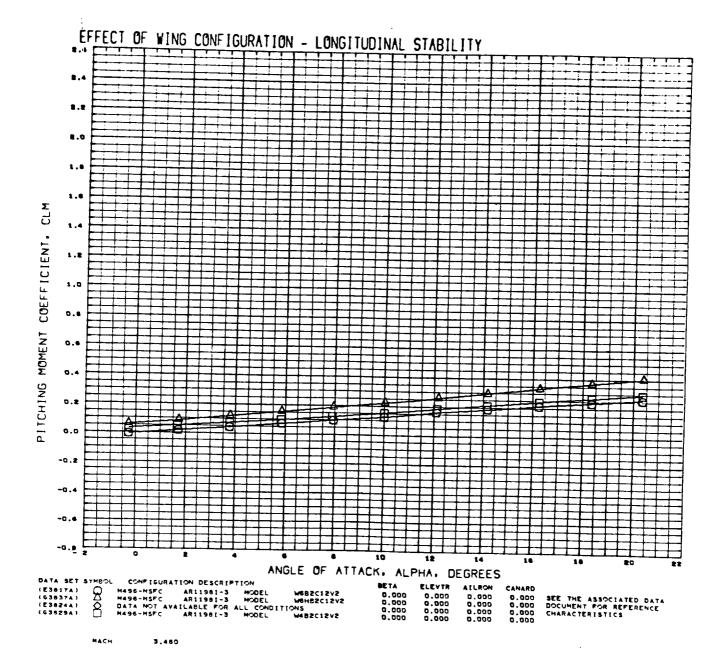


17

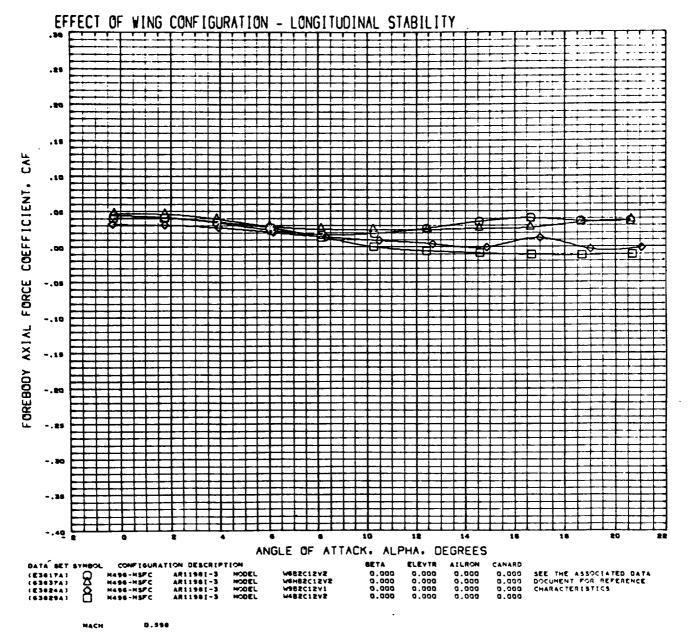


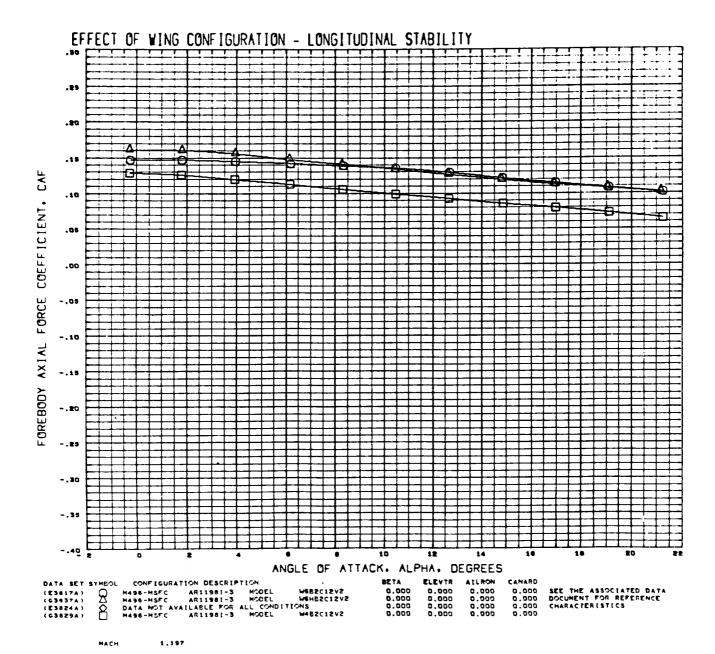
)

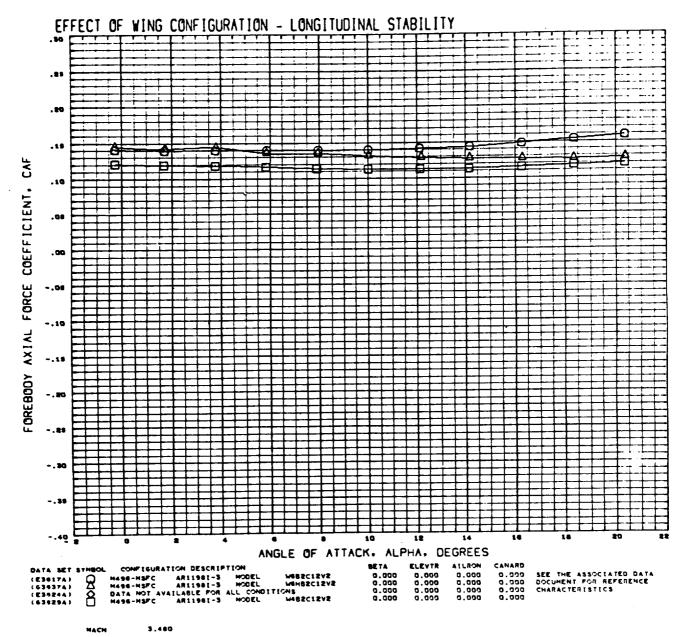




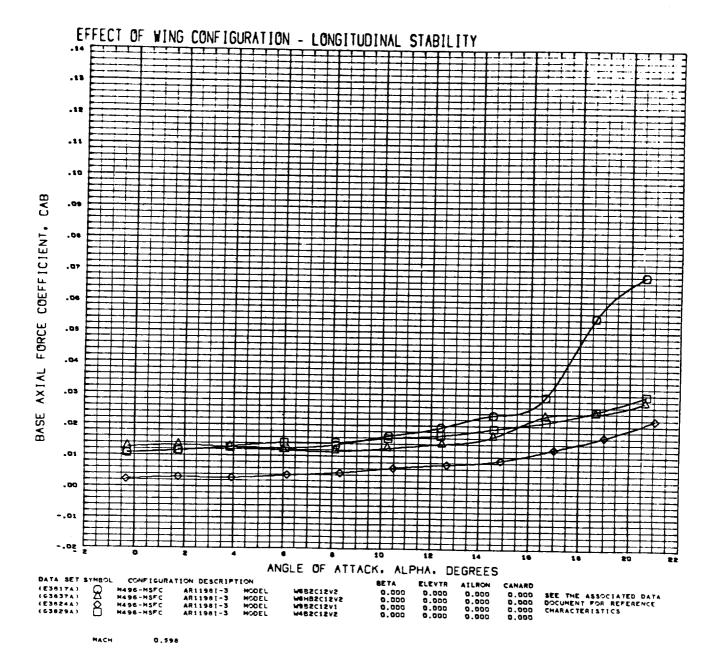
ŧ

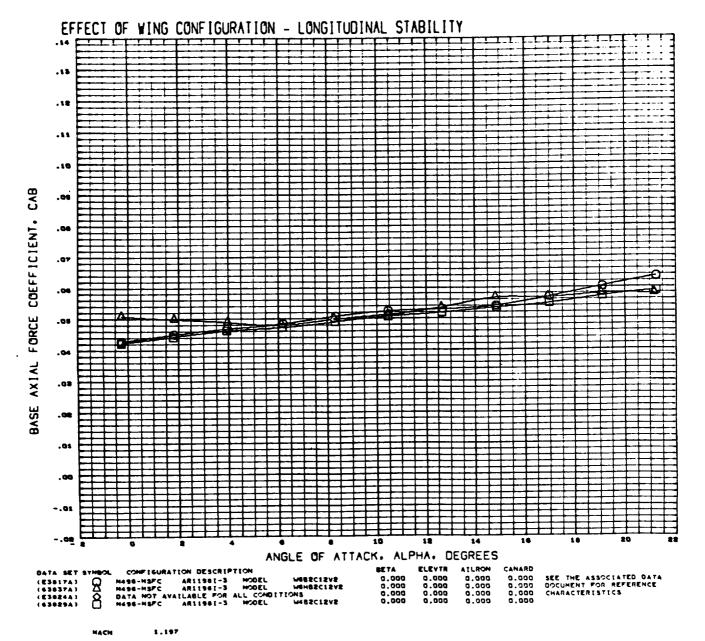


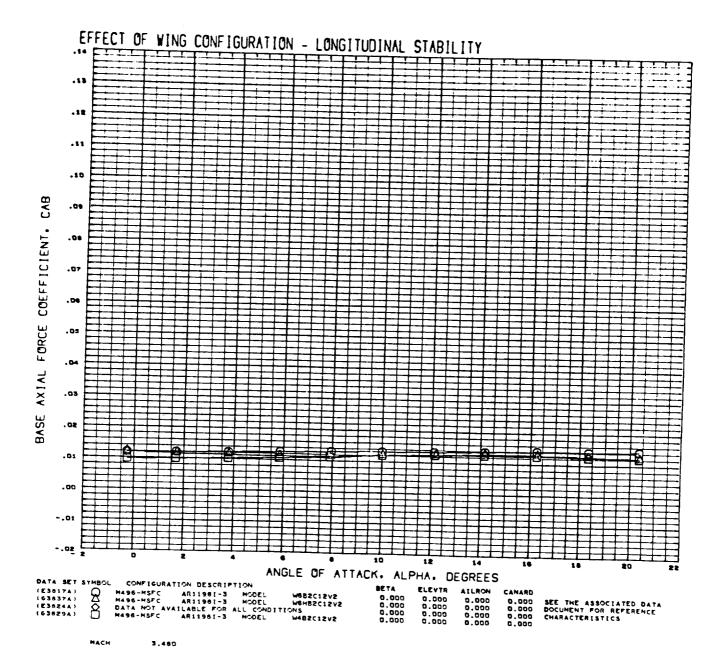


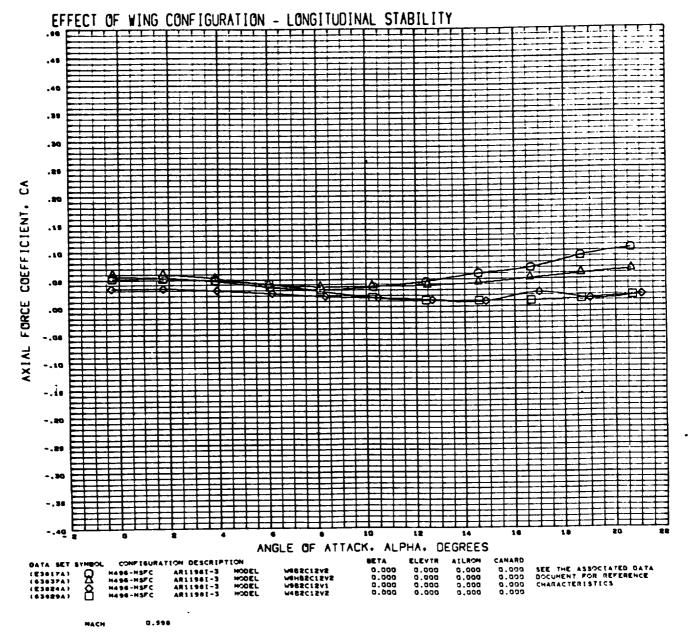


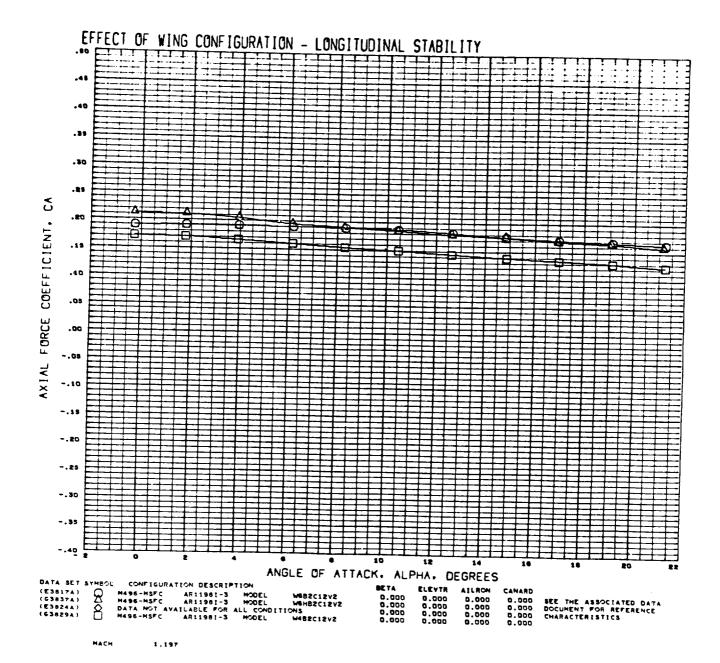
•

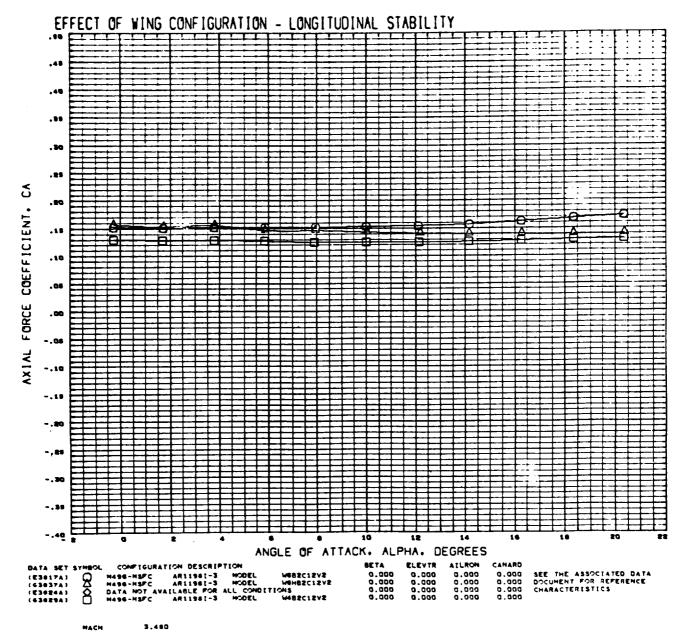




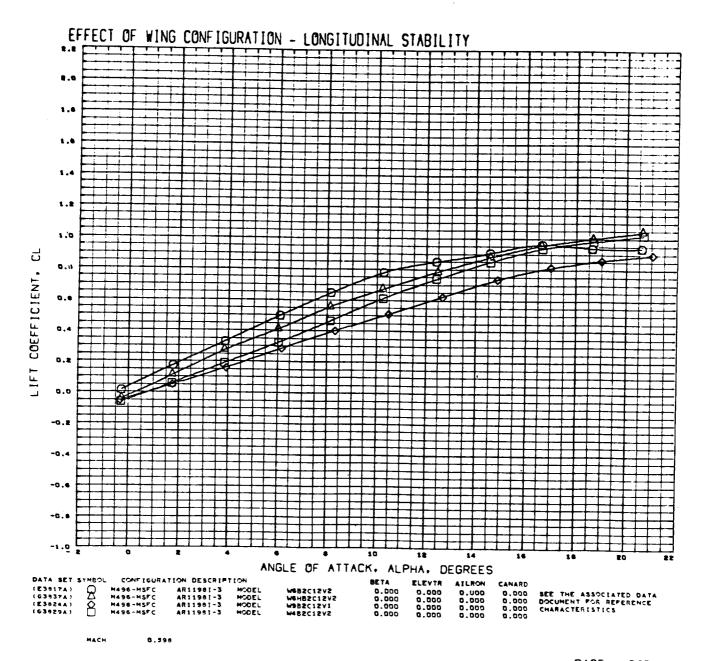


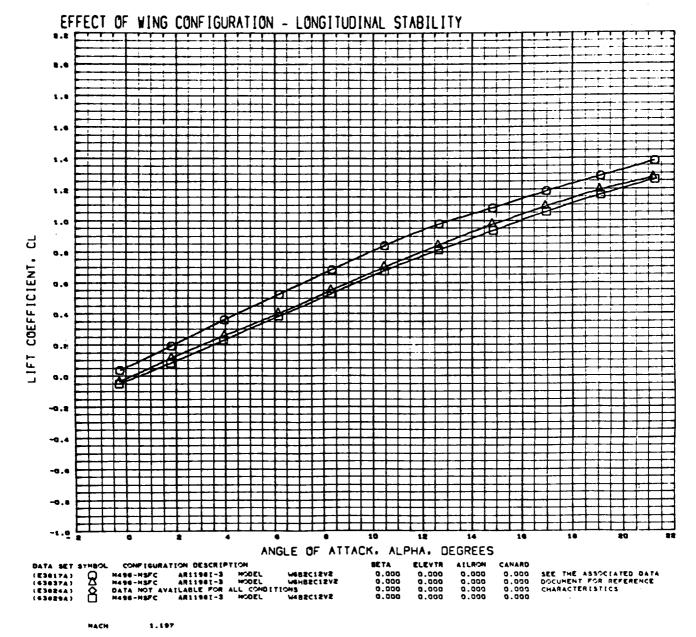


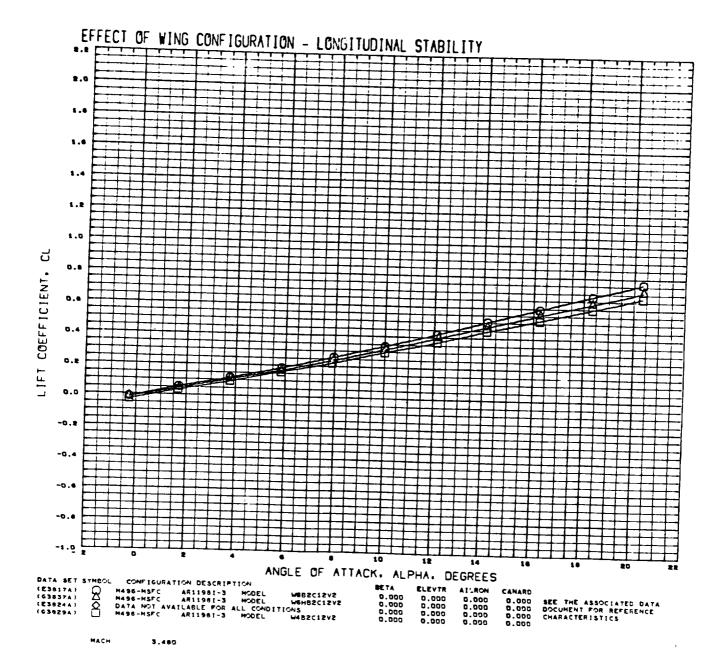


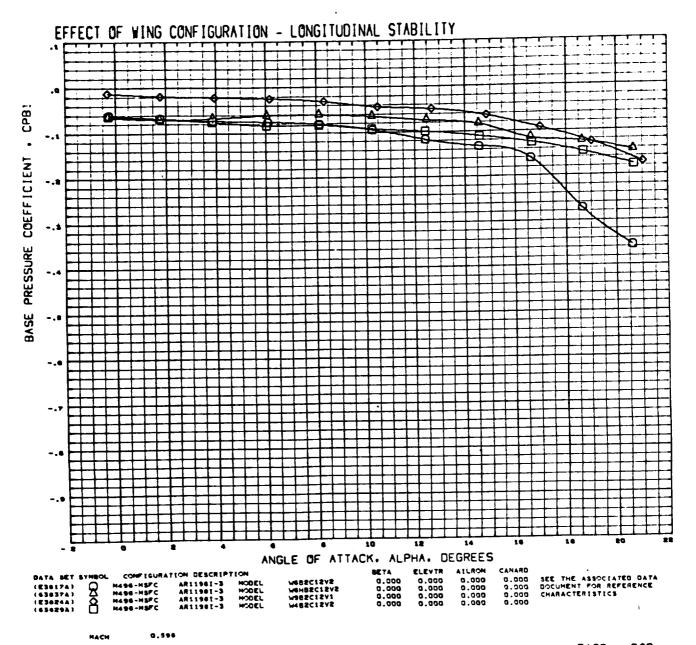


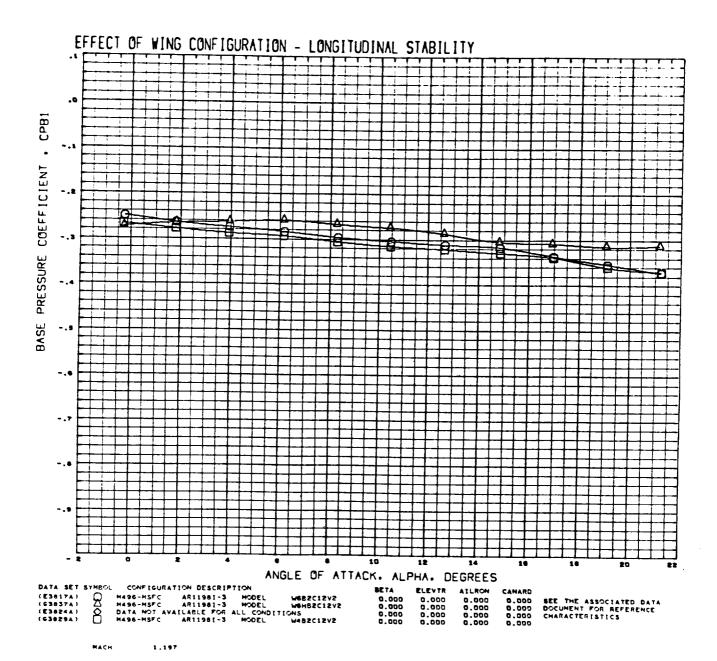




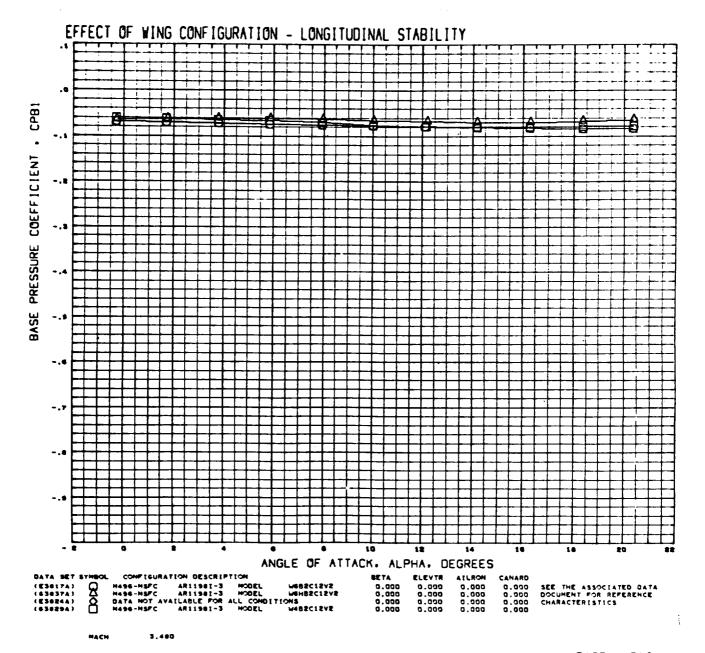


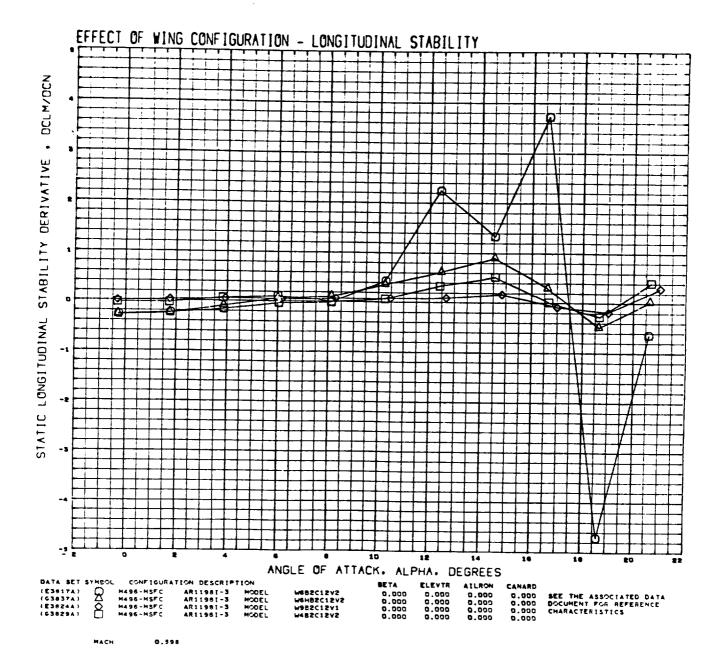


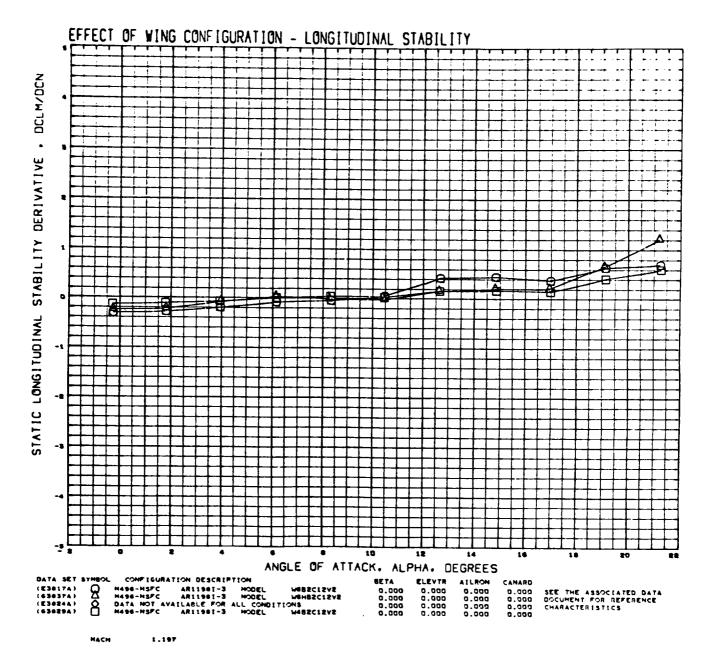


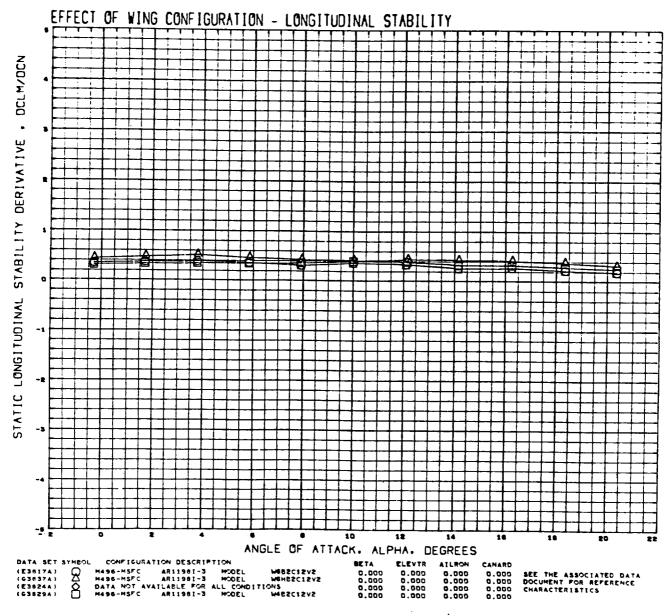


909

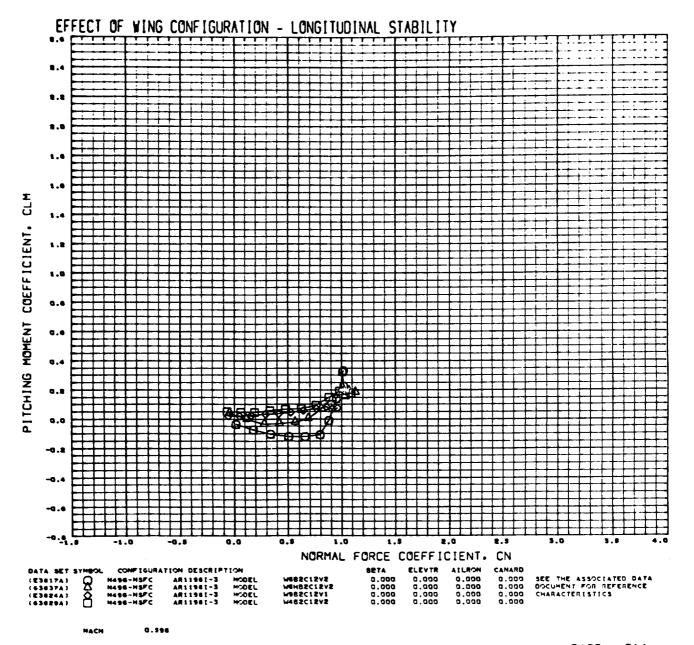




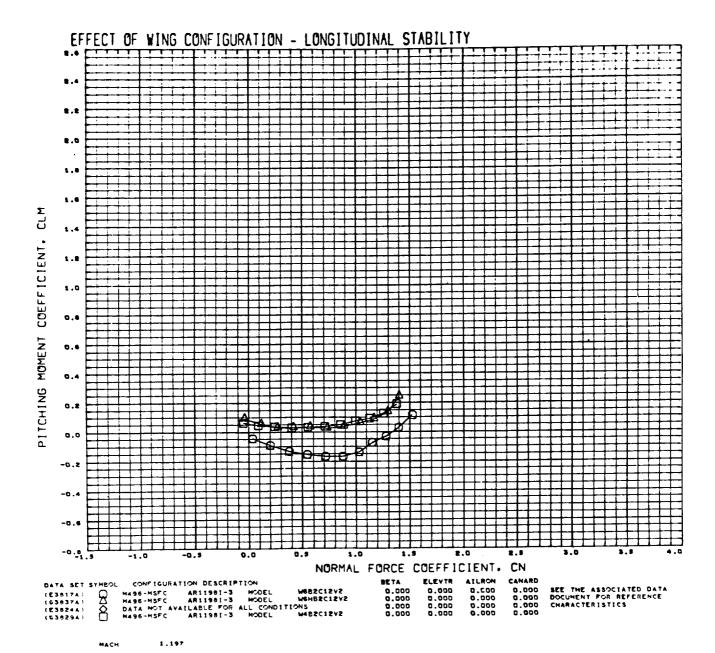




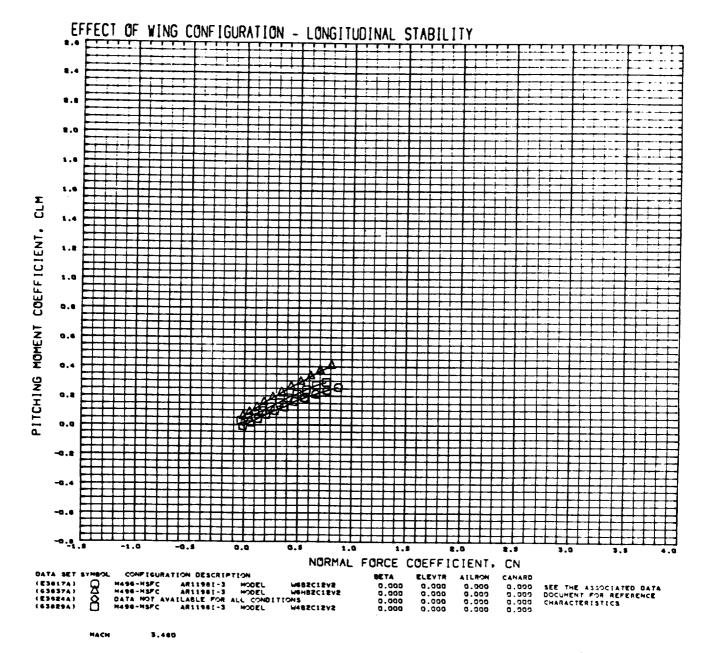
MACH 3.480



(

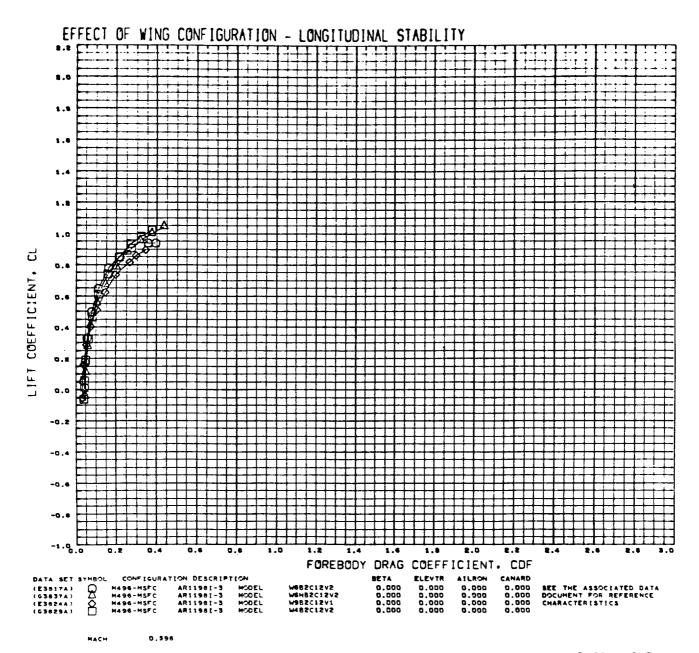


\_ }

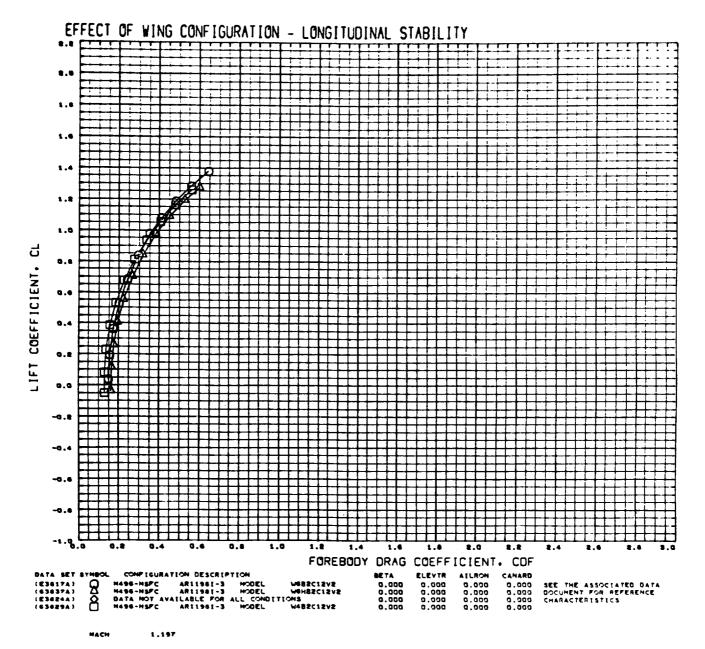


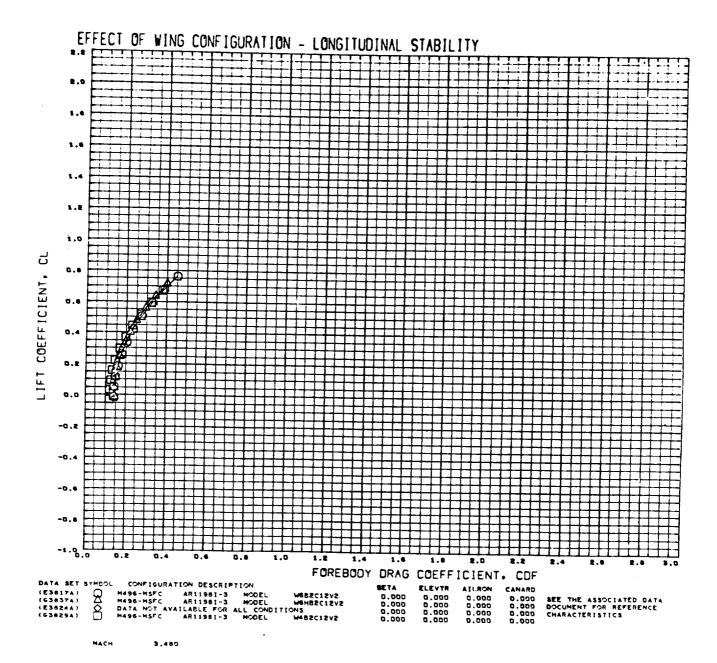
1

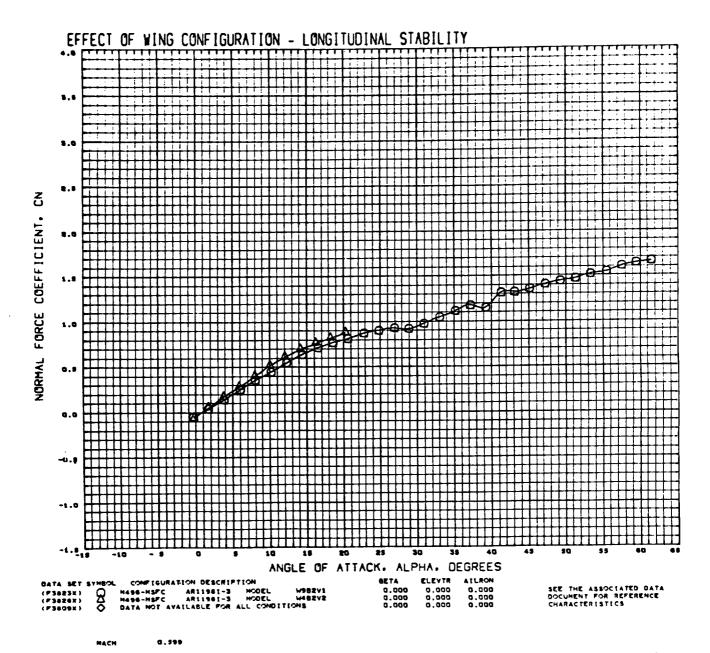
ļ

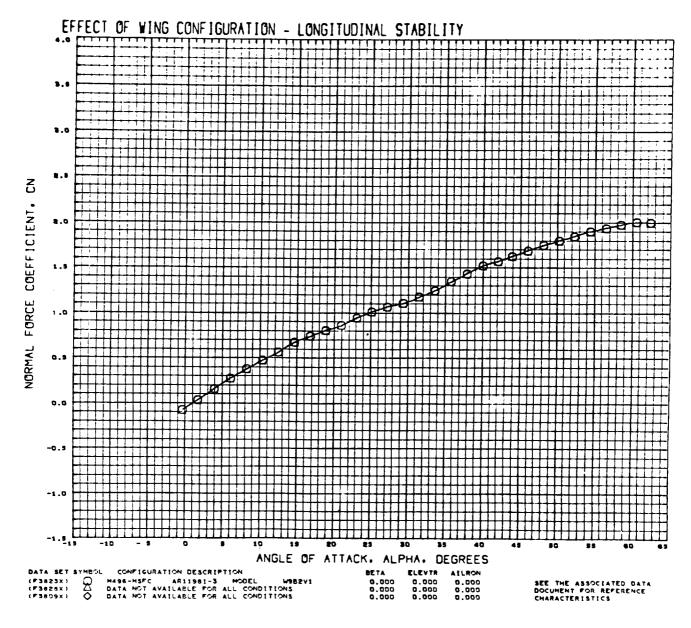


)

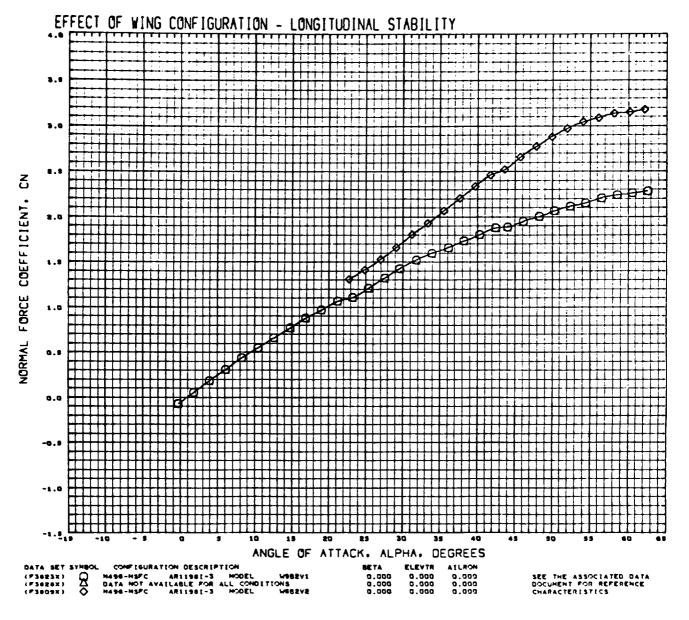


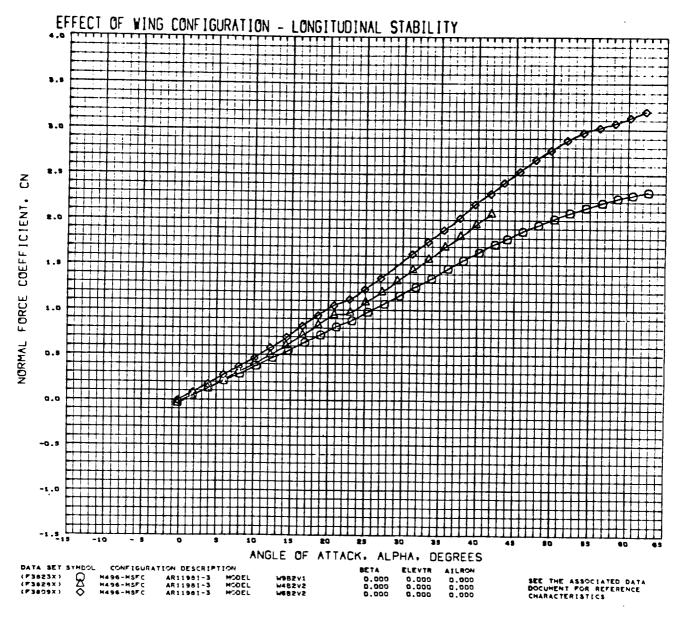


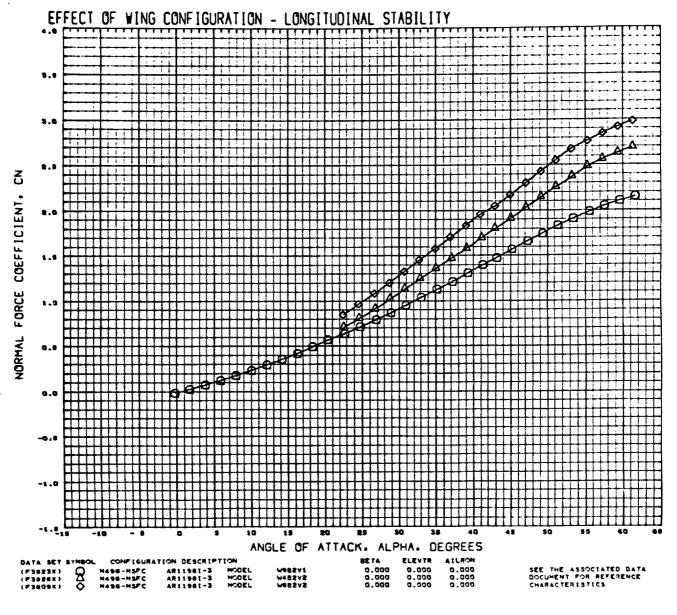




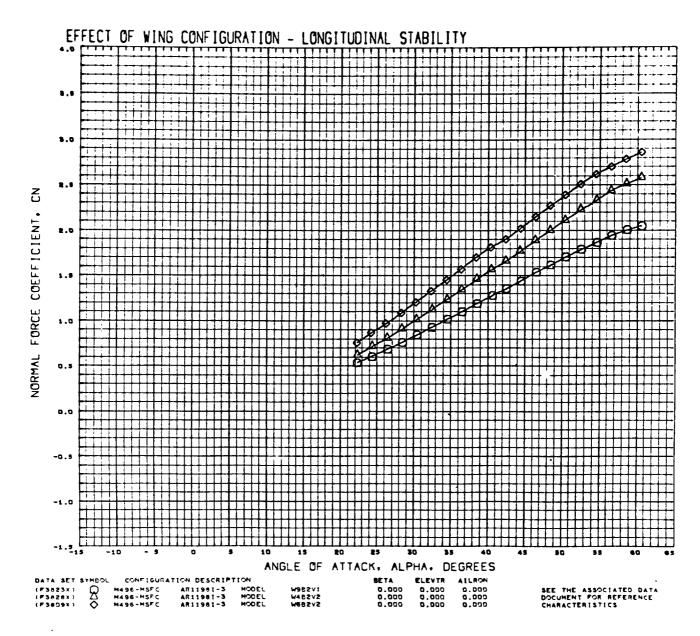
)



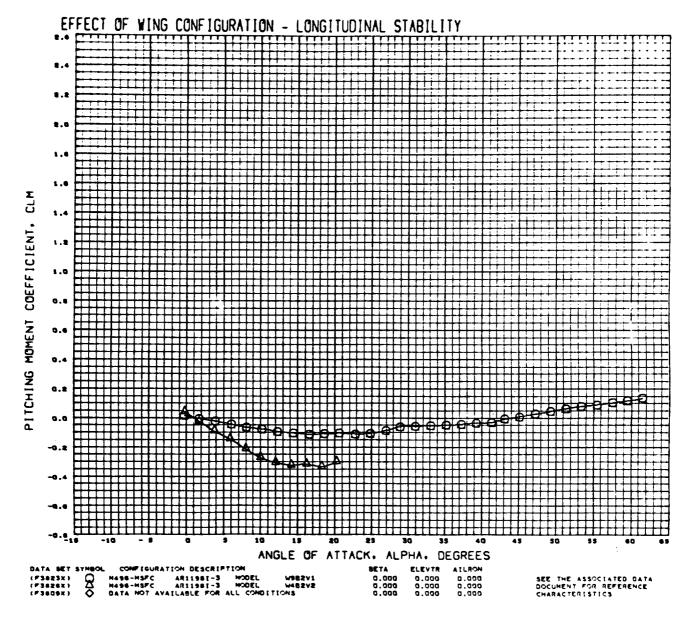


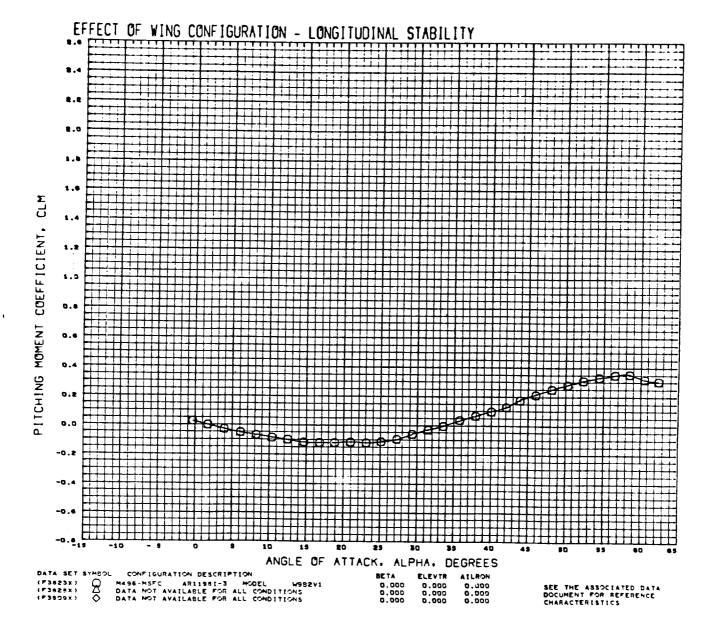


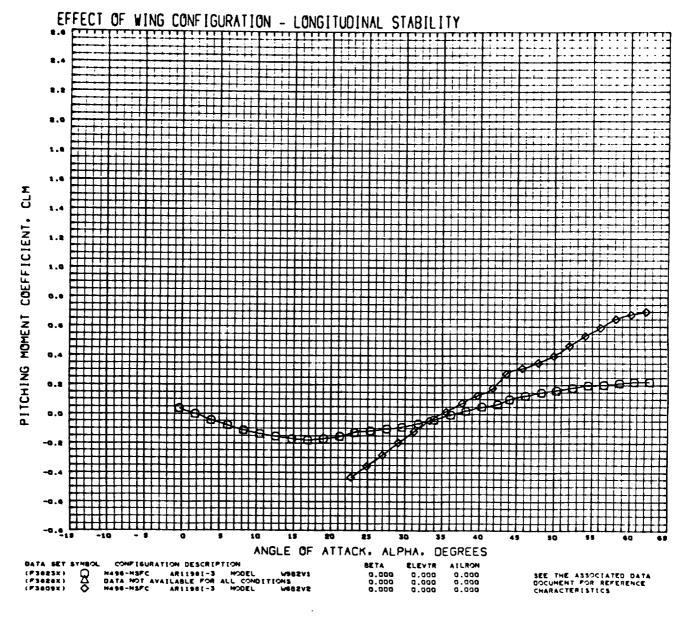
MACH 3.480

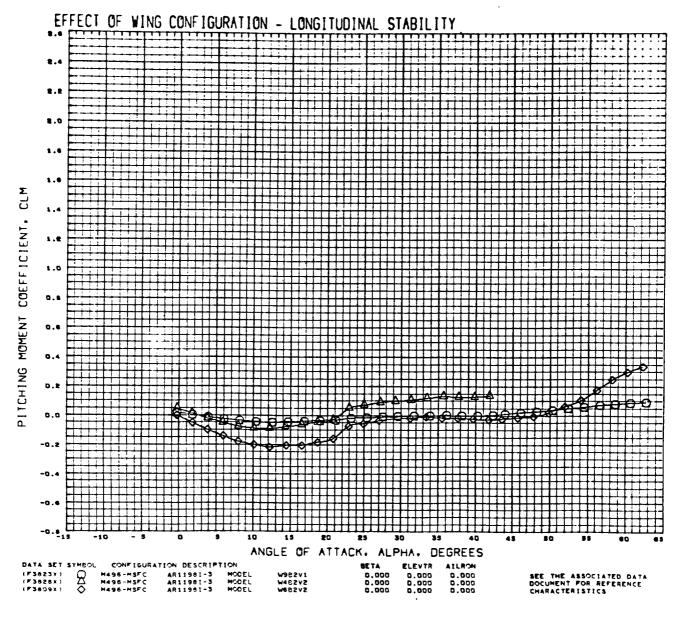


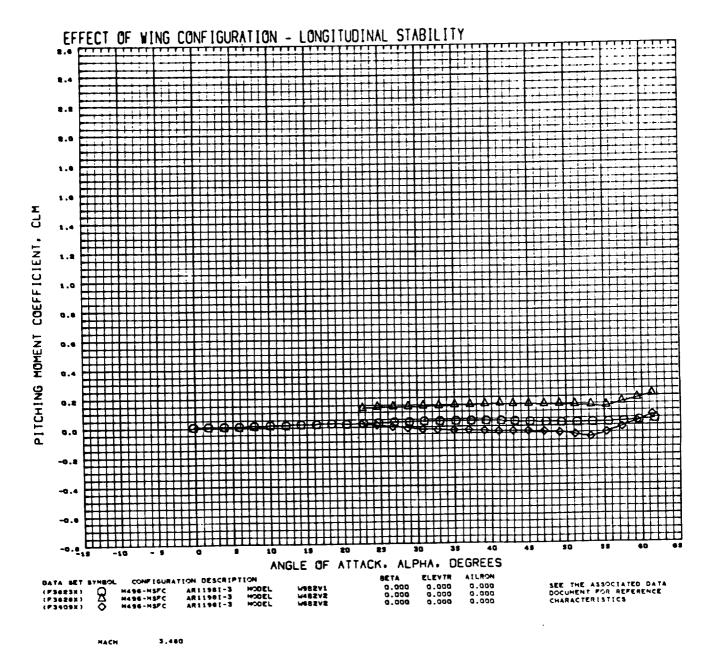
MACH 4.95

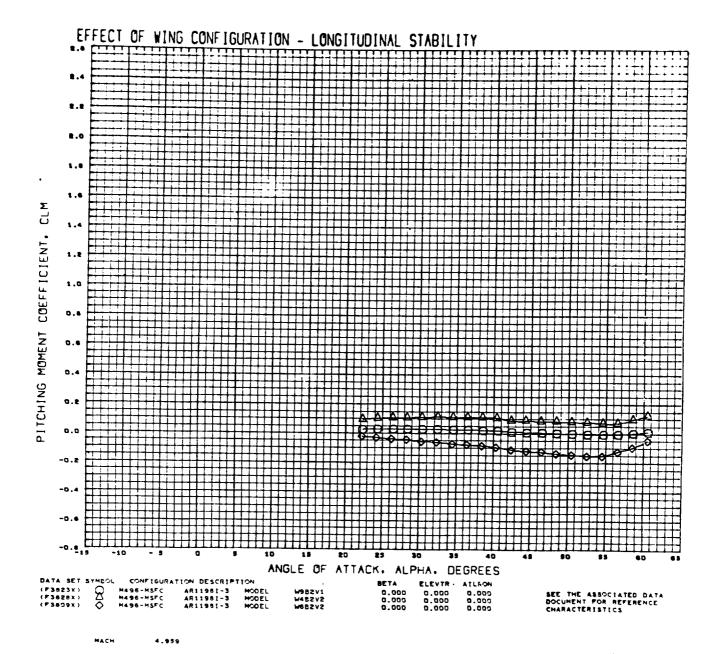


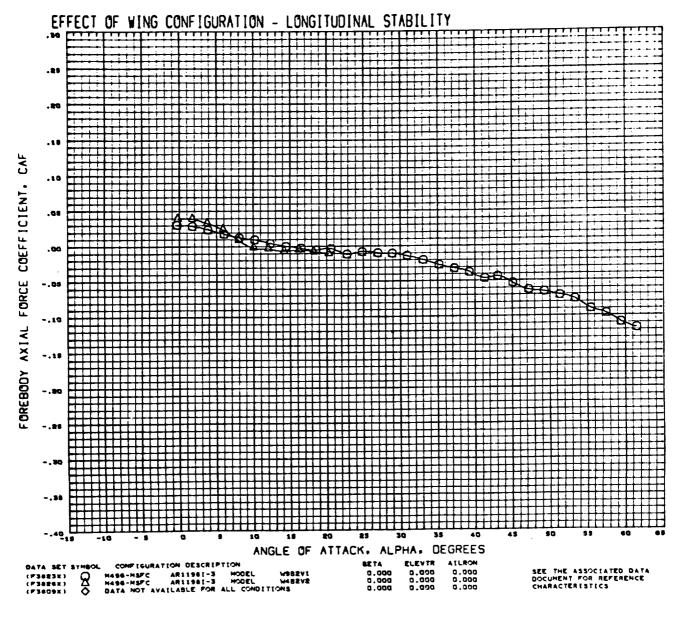


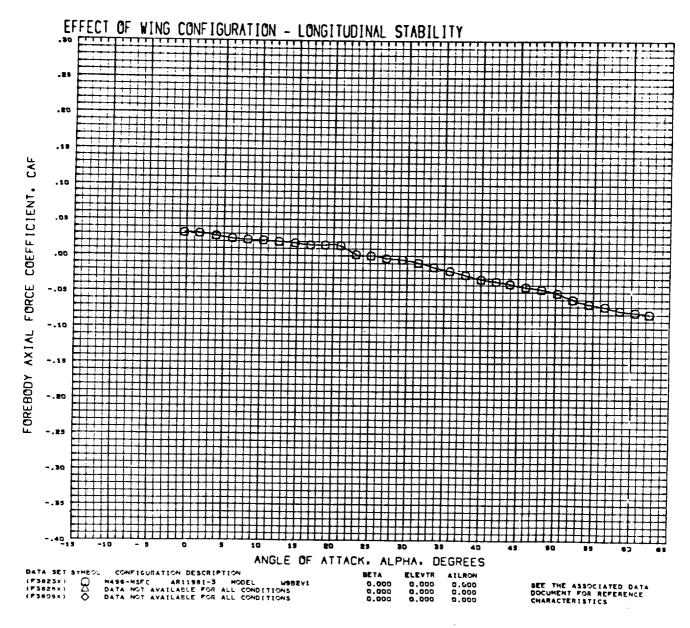




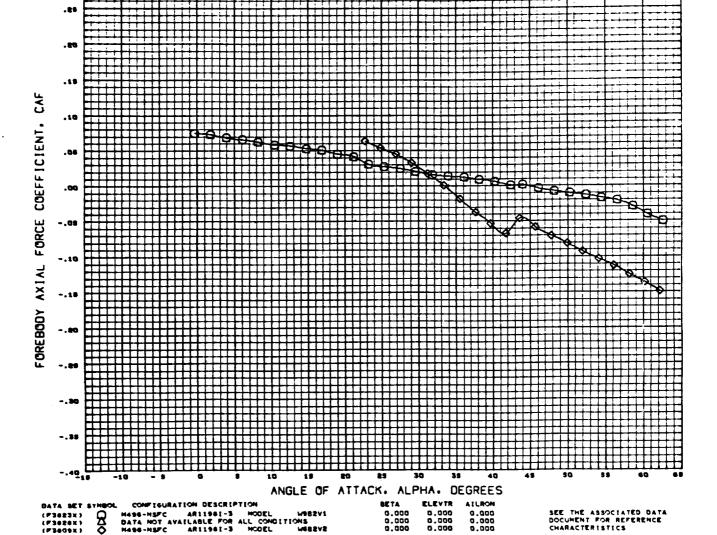








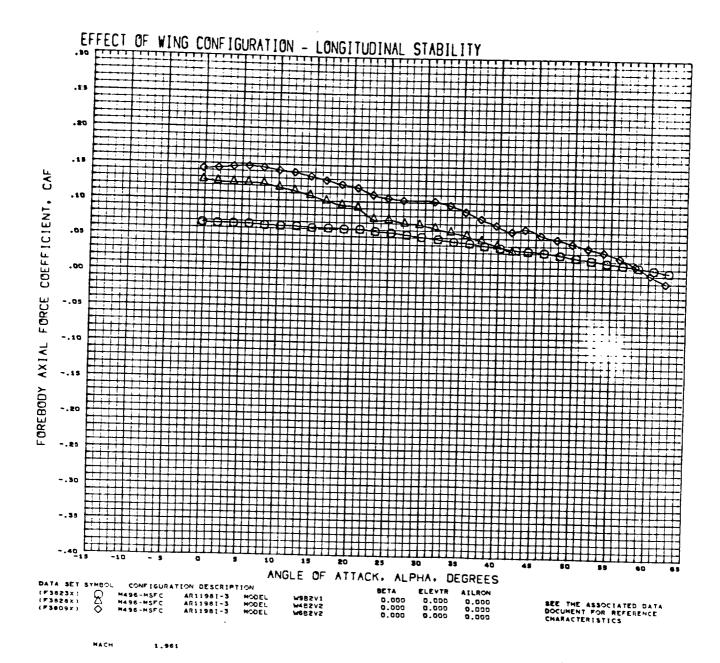
CH 0.900

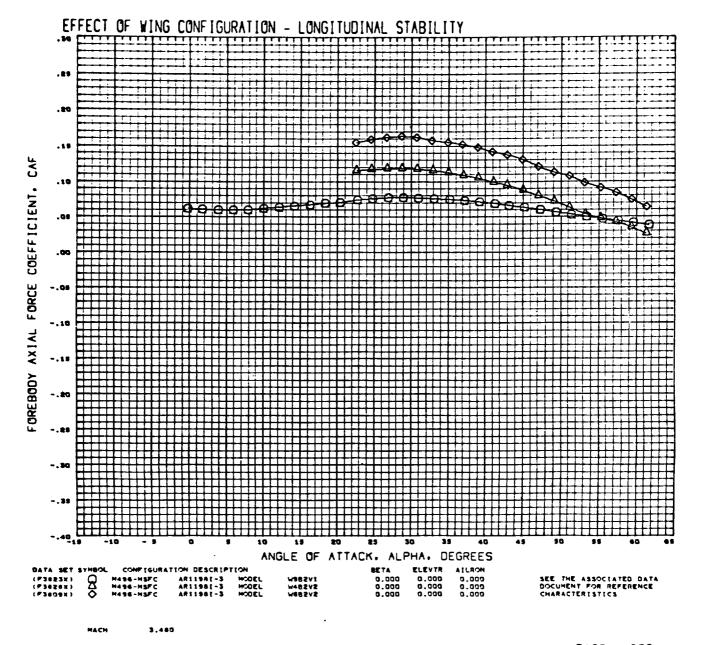


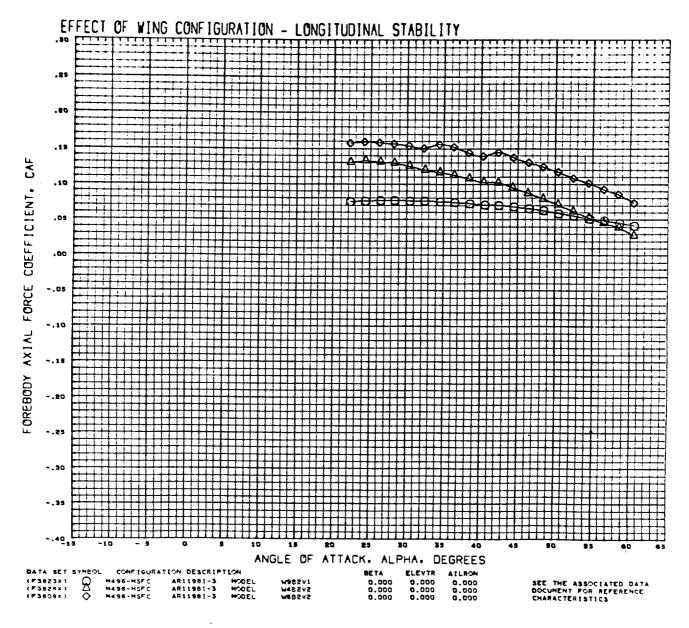
EFFECT OF WING CONFIGURATION - LONGITUDINAL STABILITY

1.201

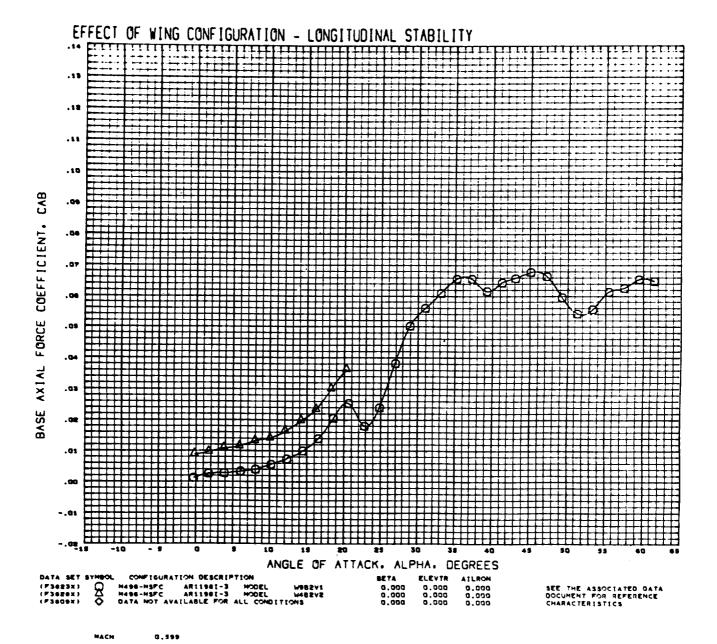
PAGE 934

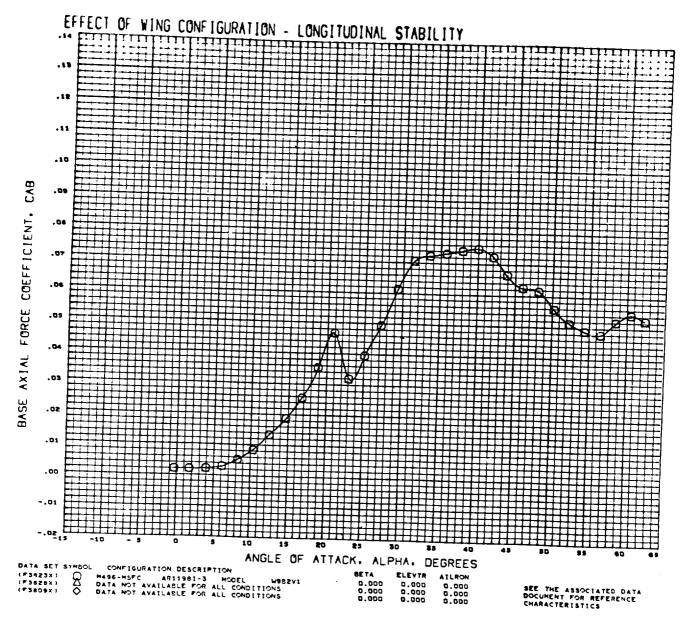


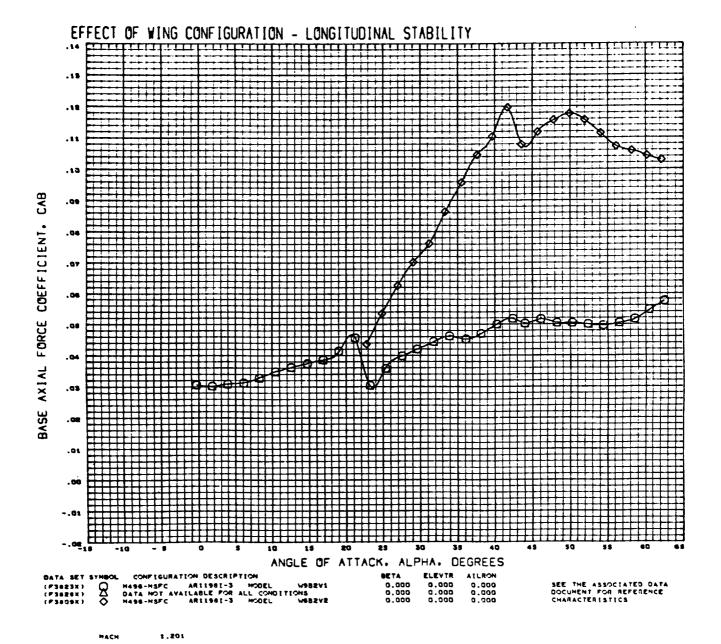


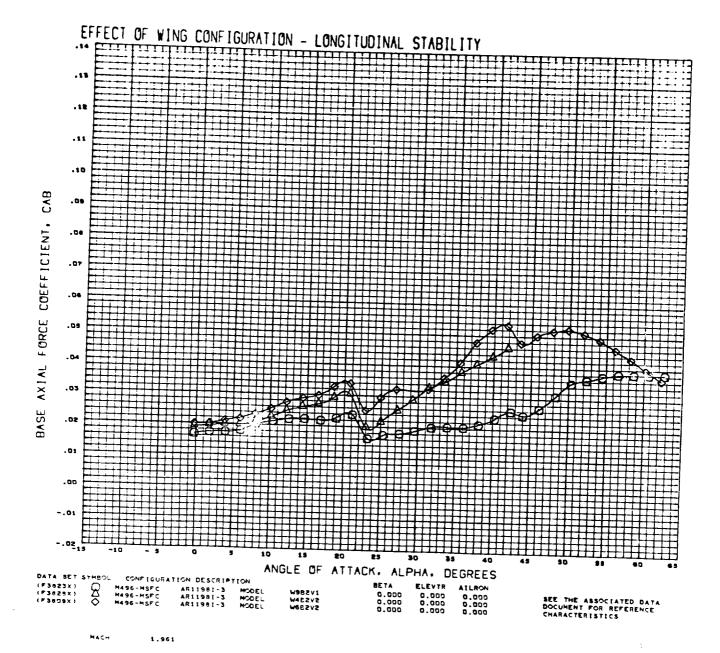


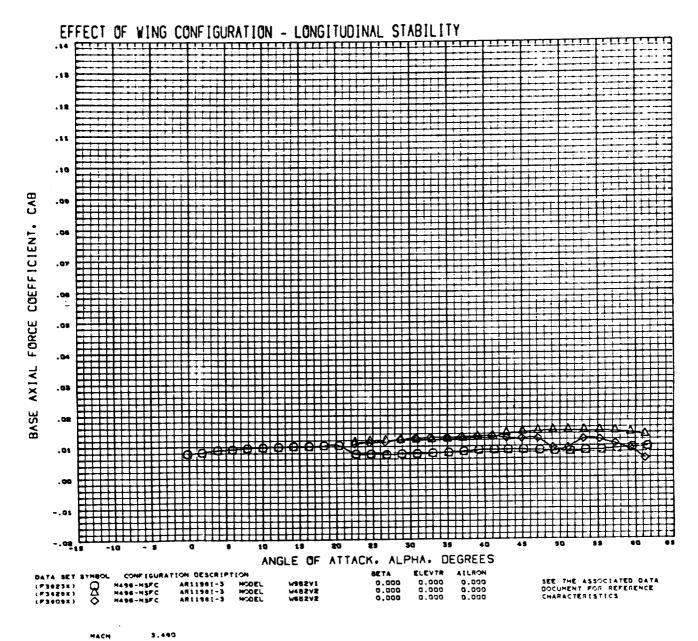
MACH 4,959

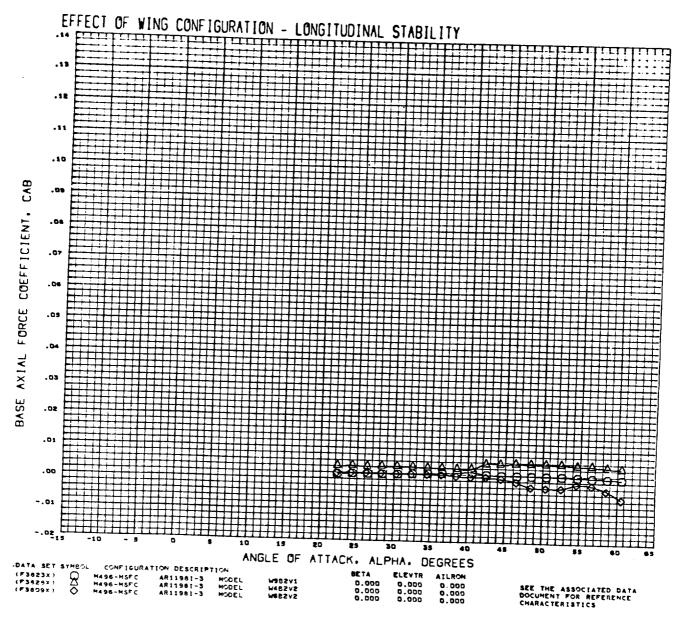




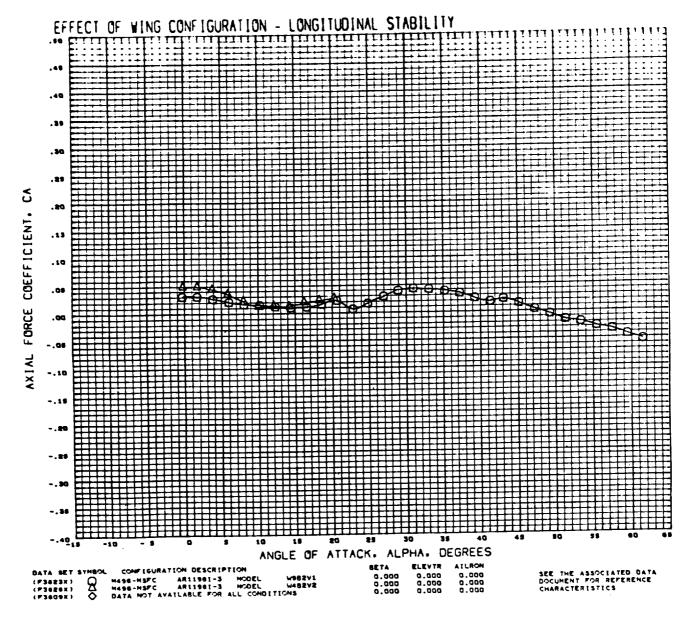


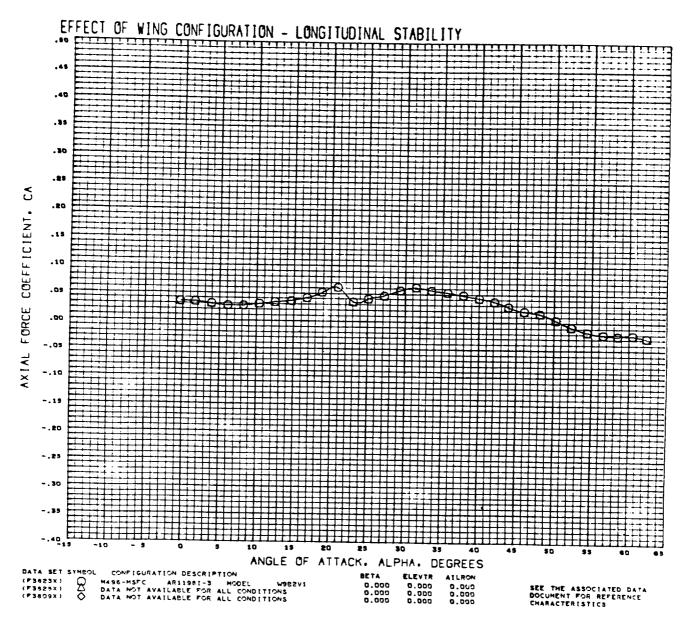


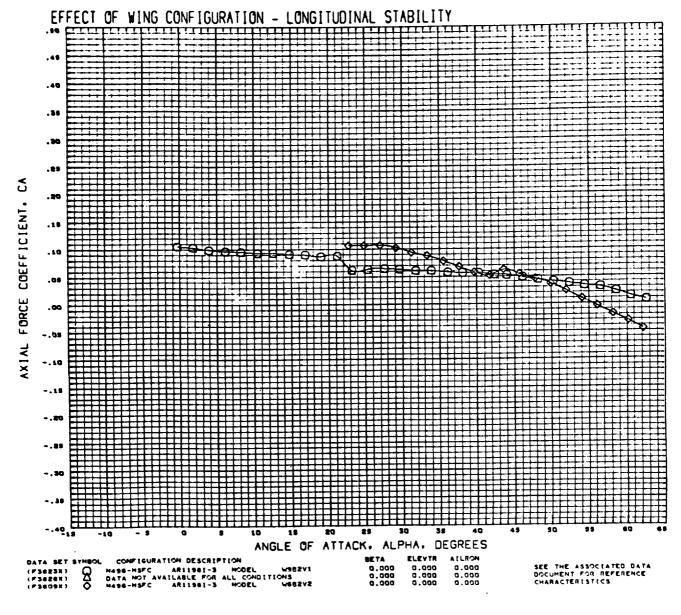


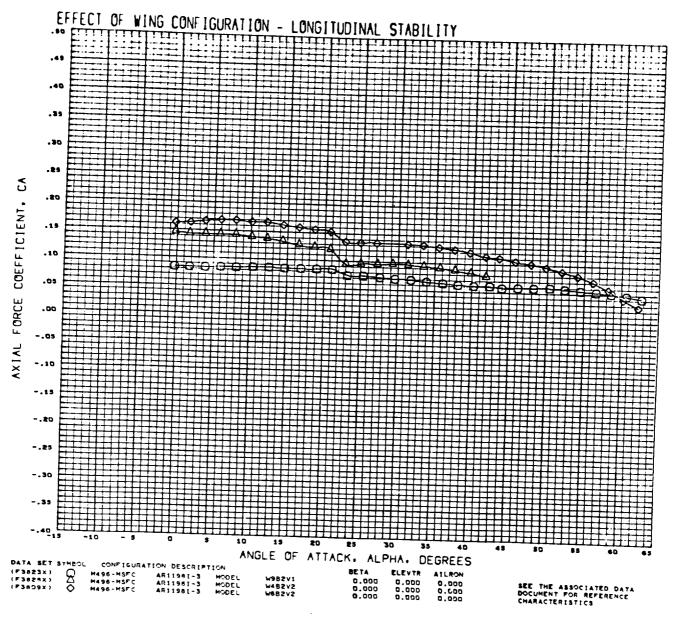


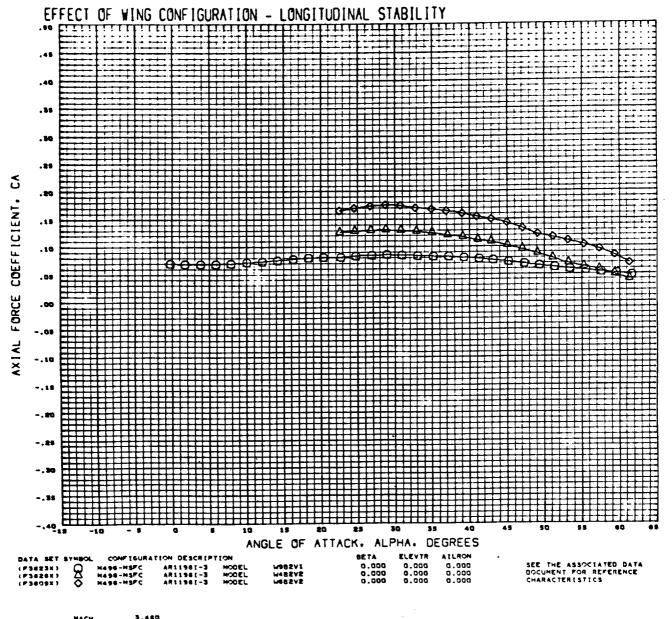
.CH 4,95





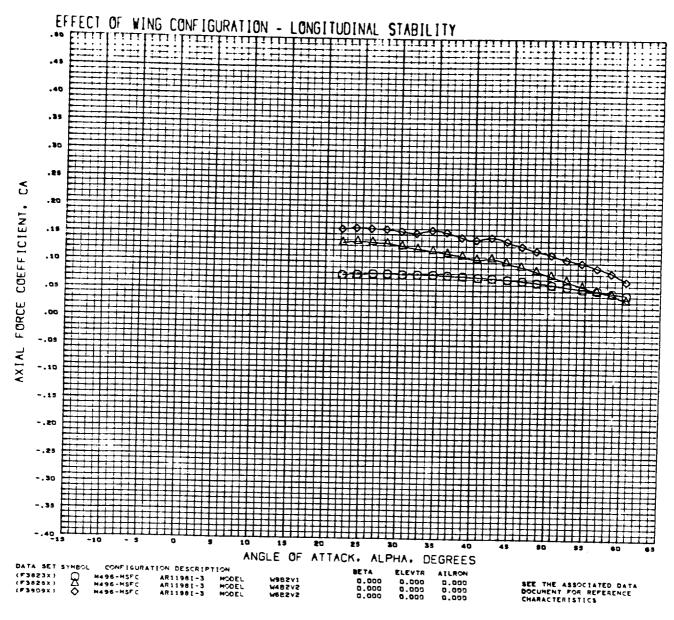




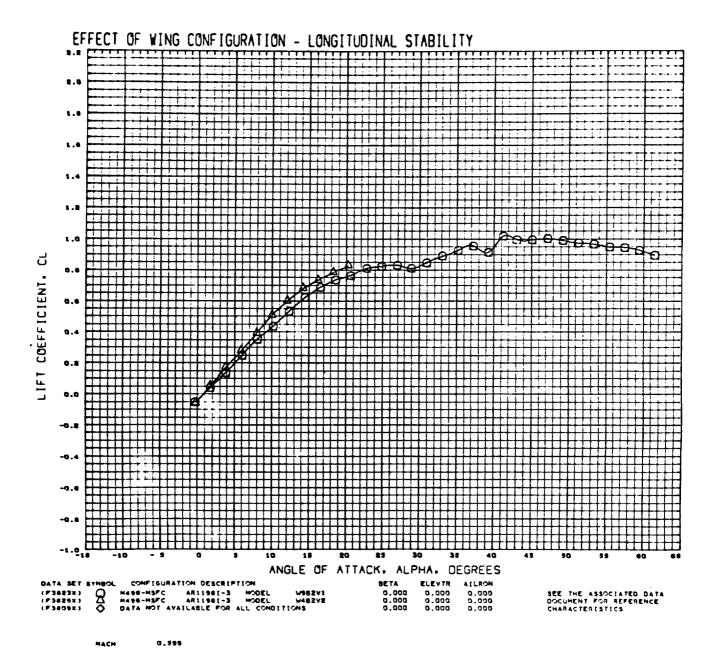


)

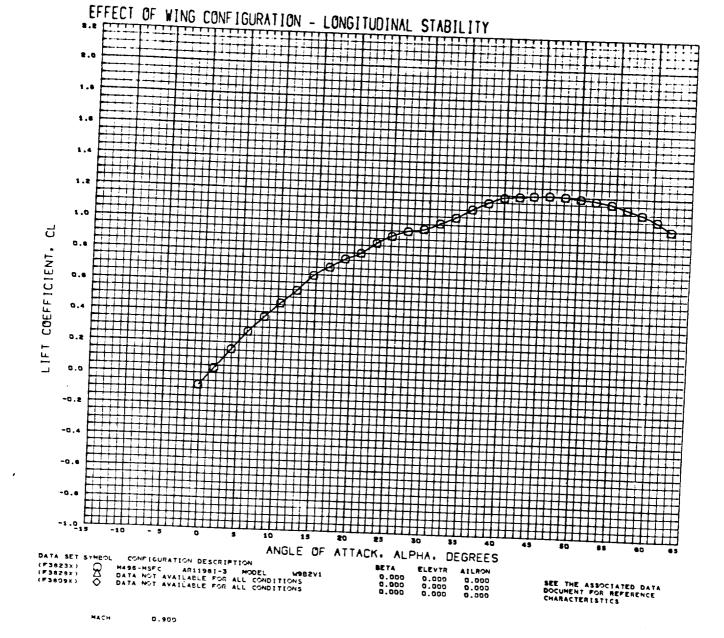
948



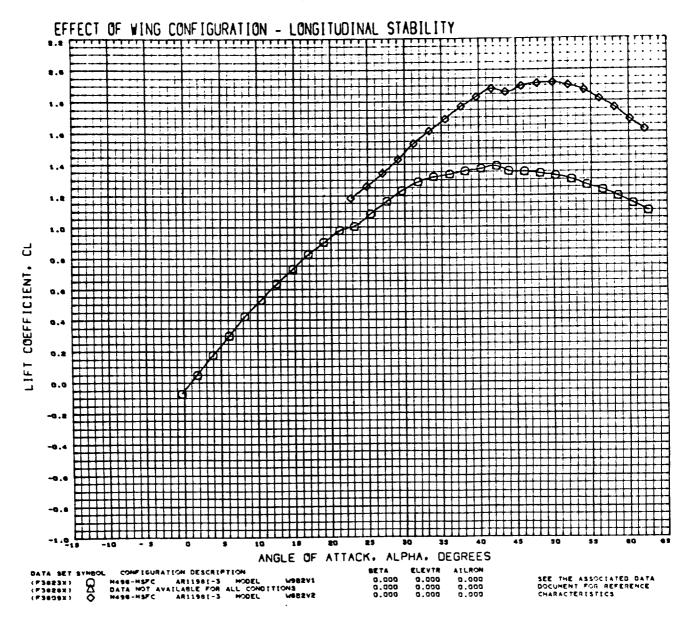
MACH 4.959

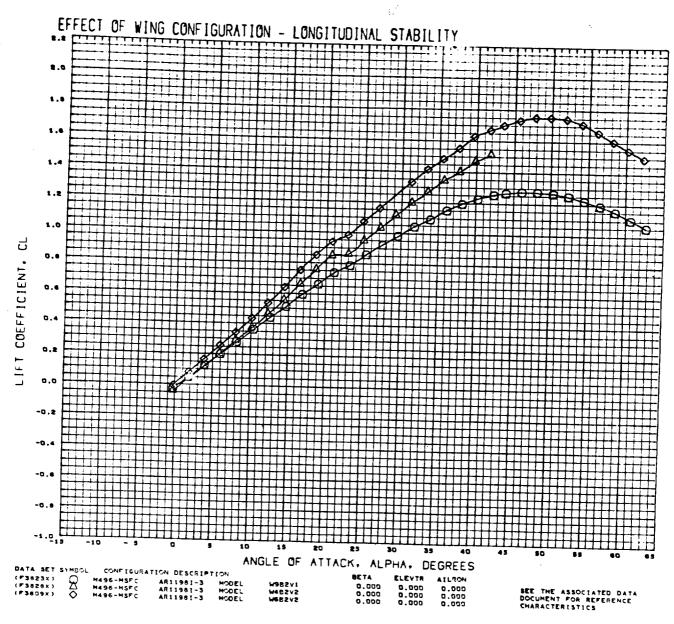


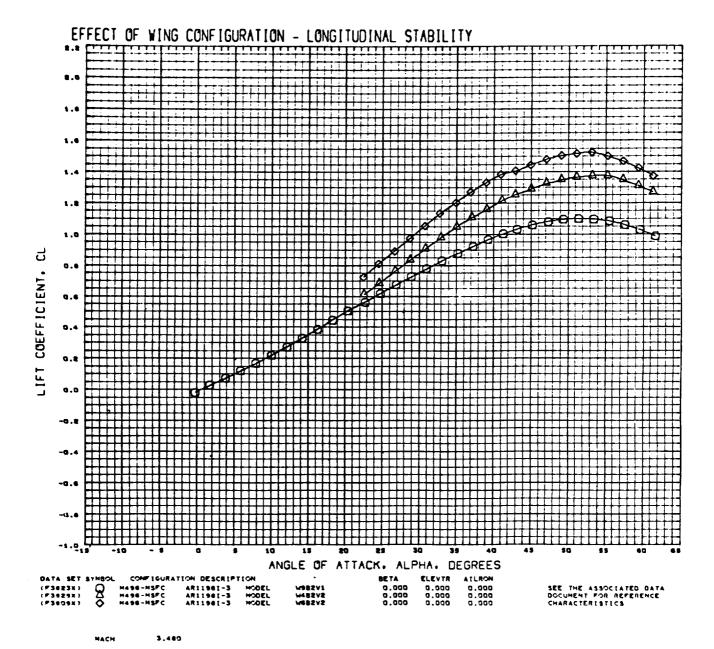
1

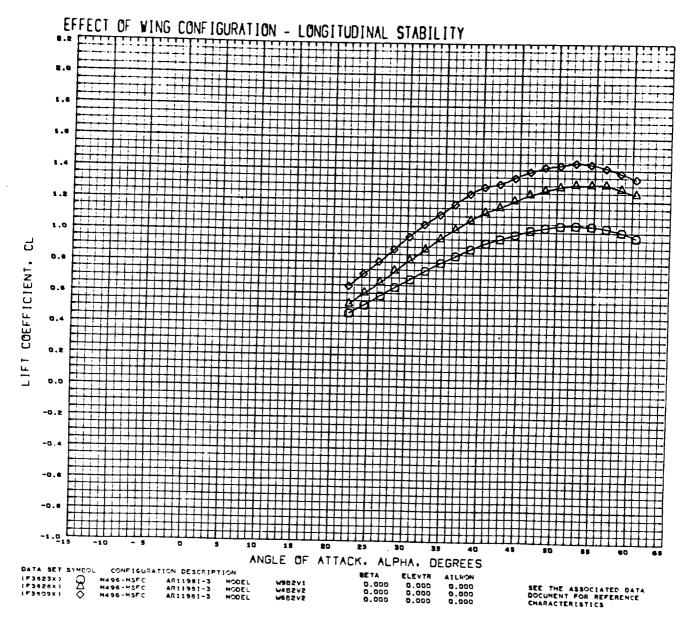


PAGE 951





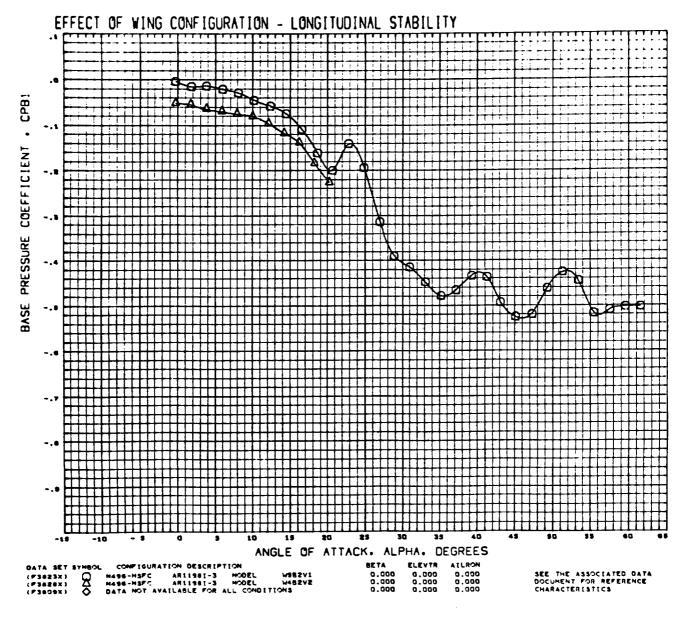


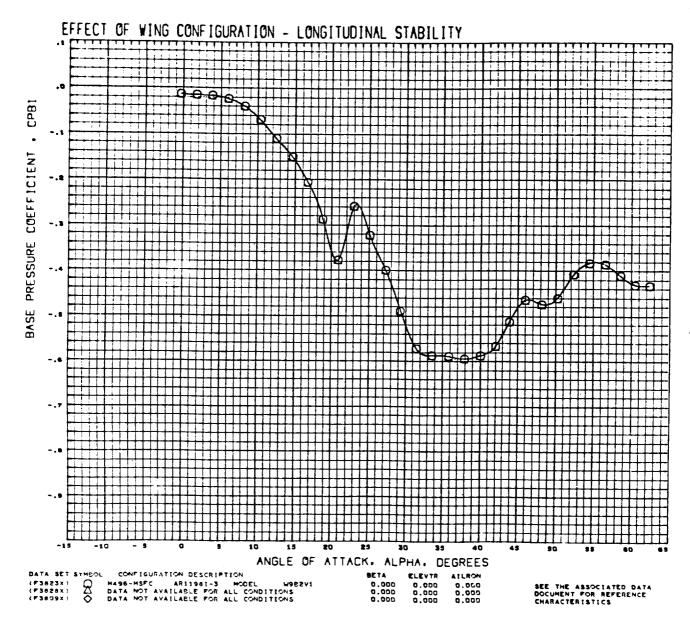


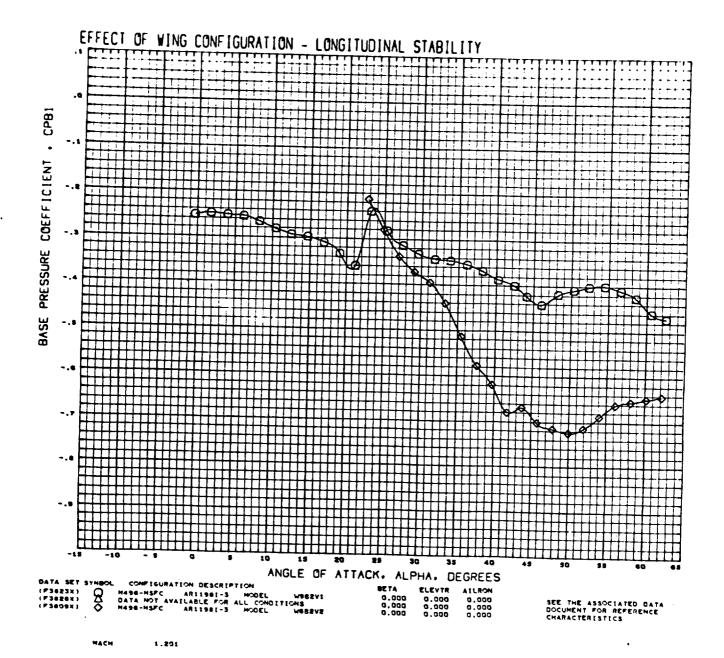
MACH 4,959

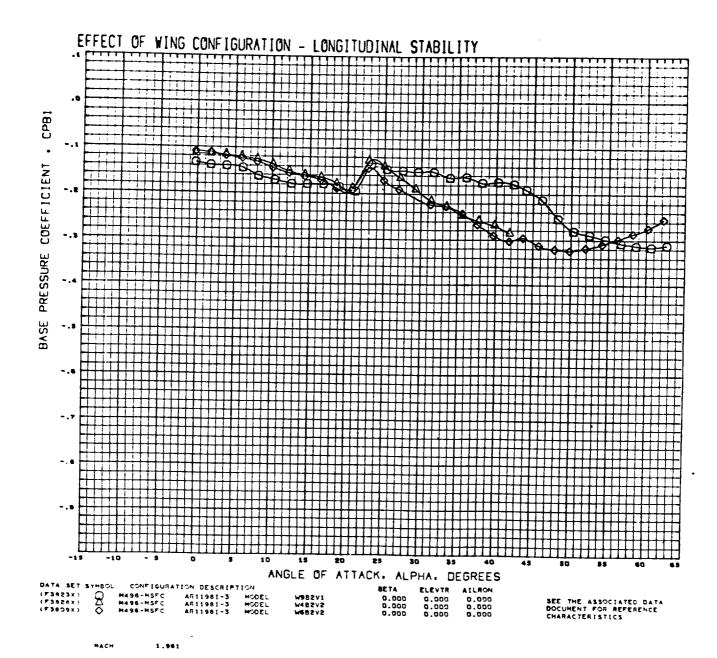
PAGE 955

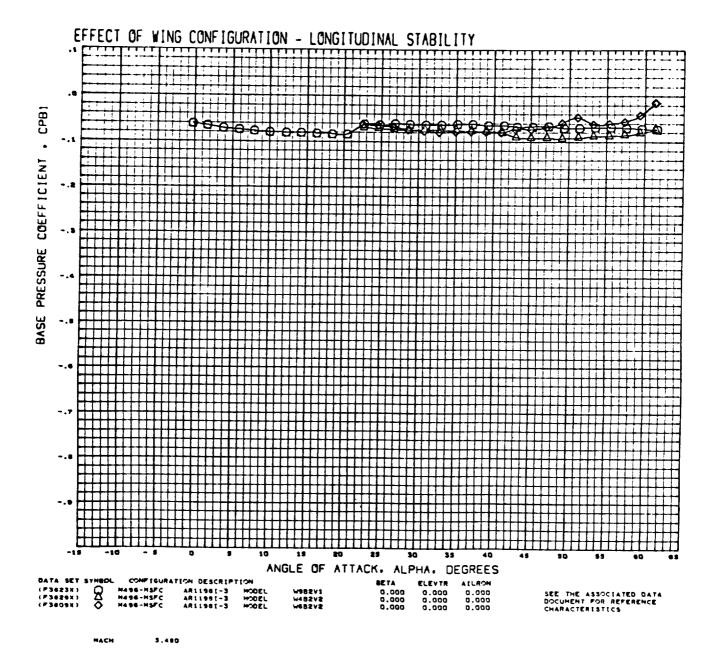
\_)

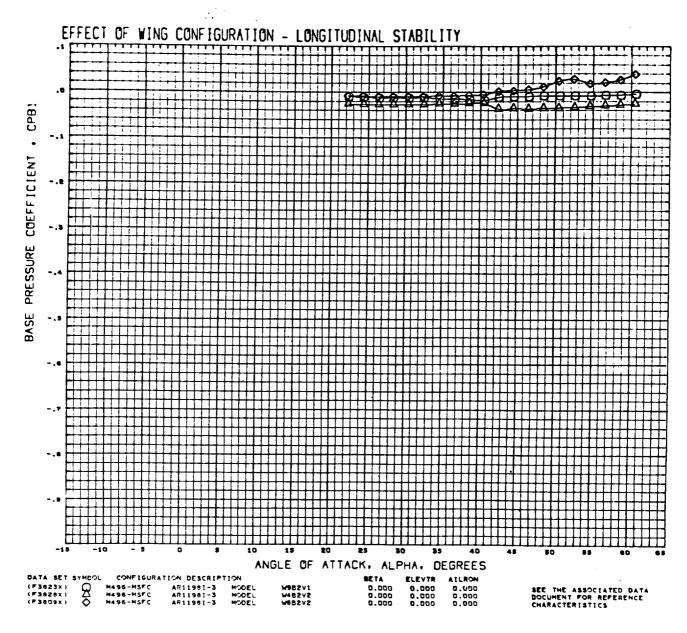




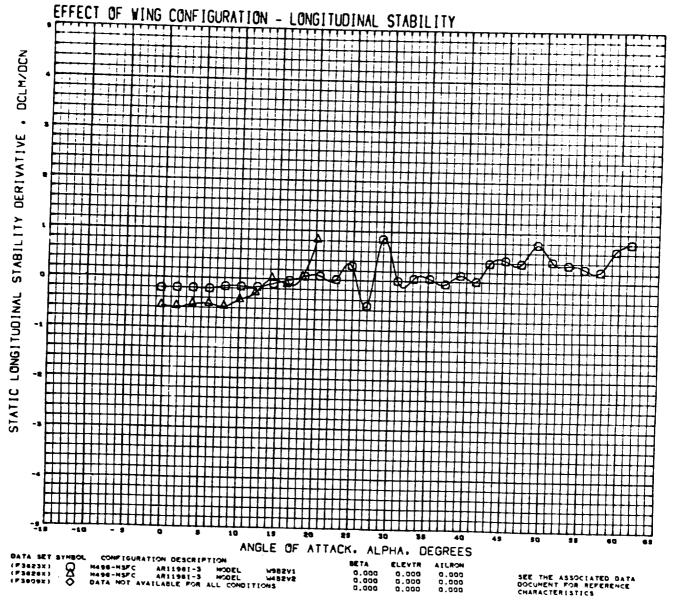






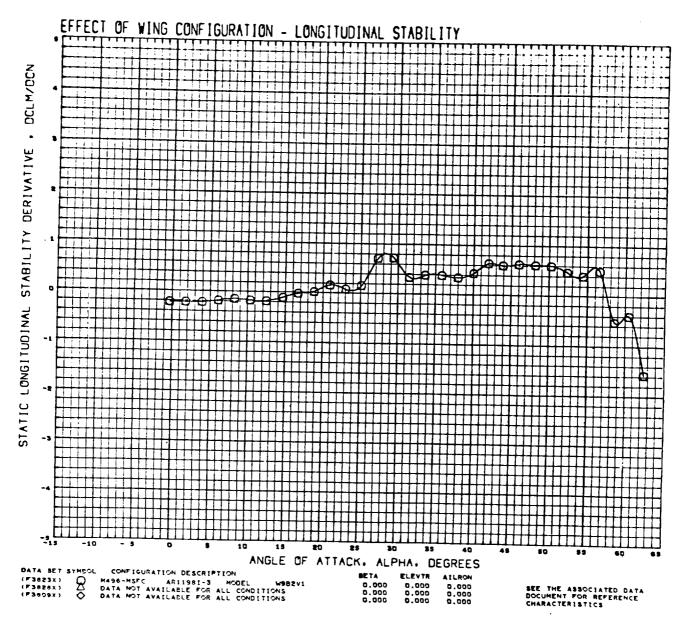


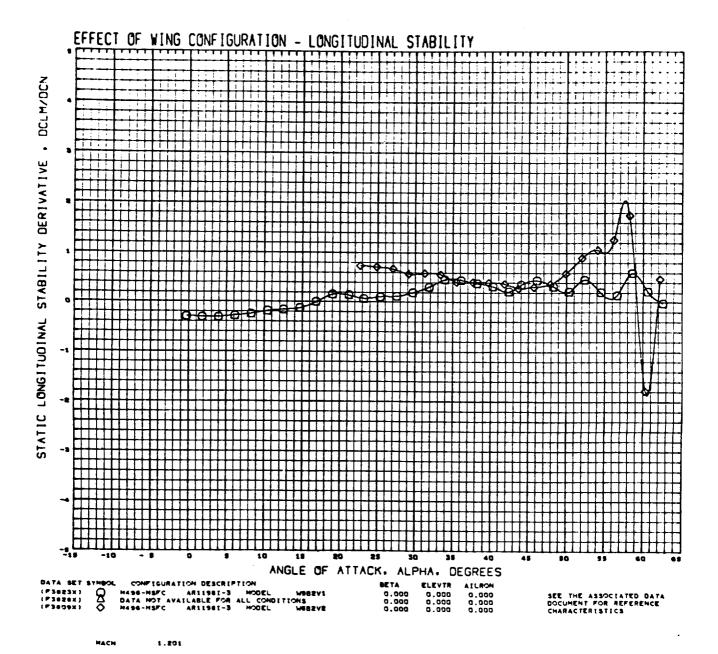
MACH 4.959

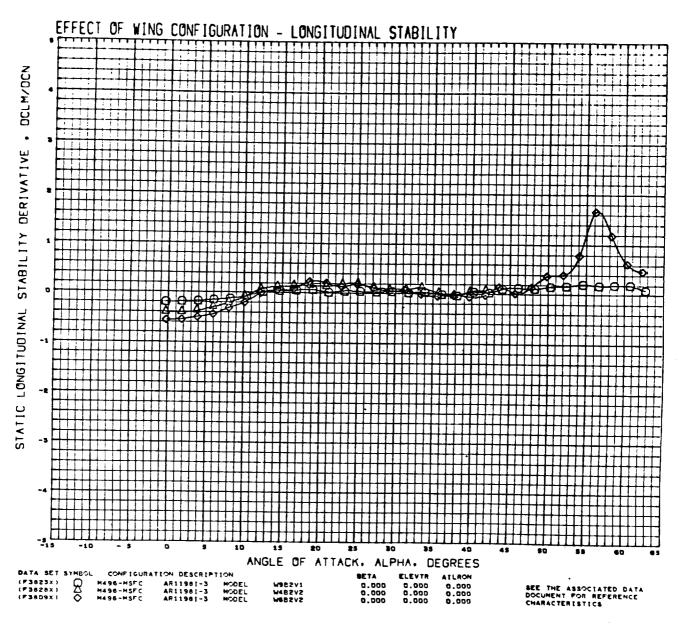


PAGE 962

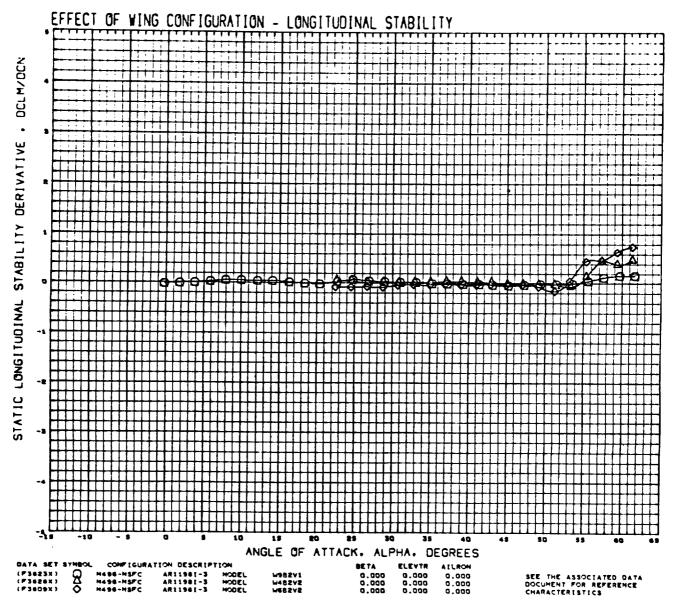
ţ







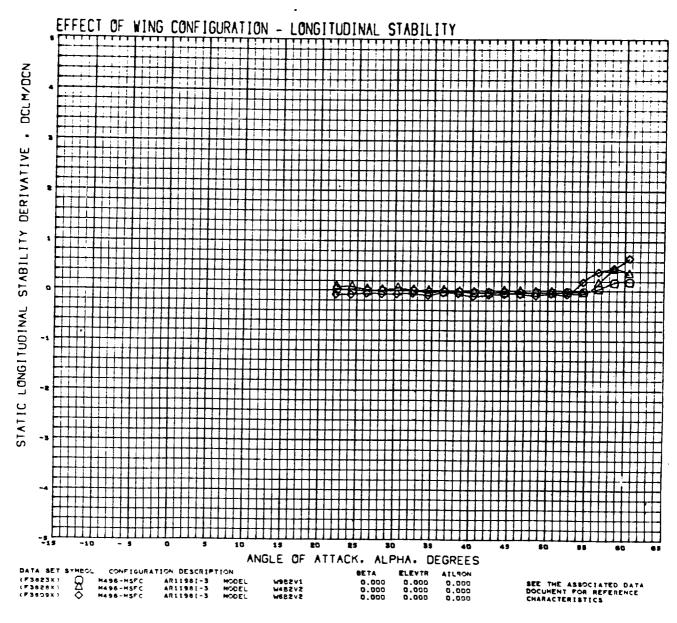
MACH 1.961



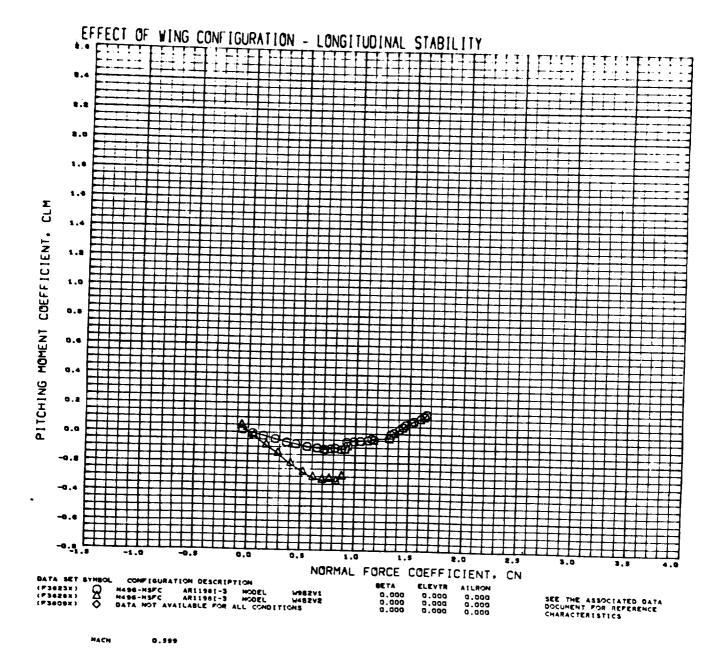
MACH 3.480

PAGE 966

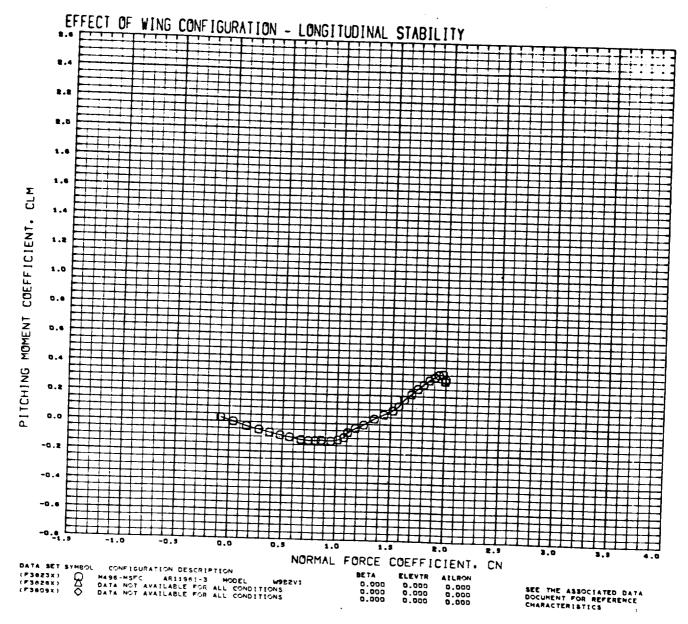
١

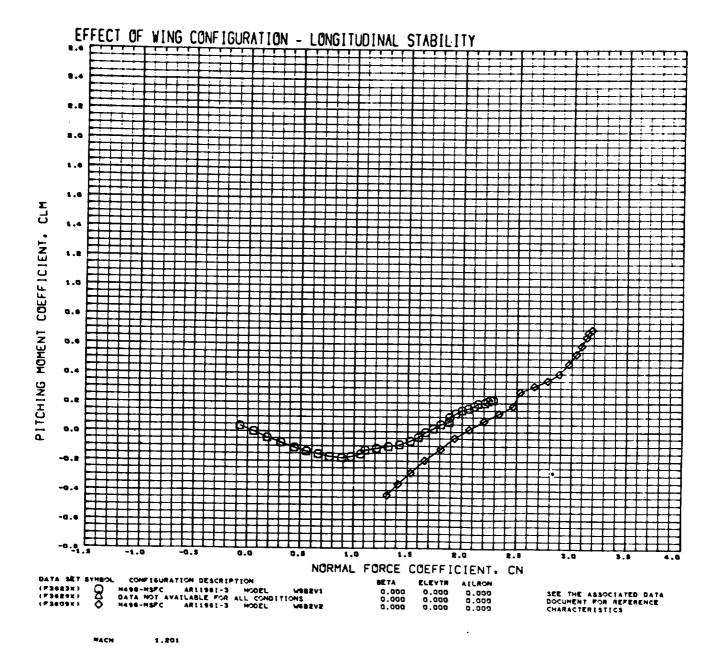


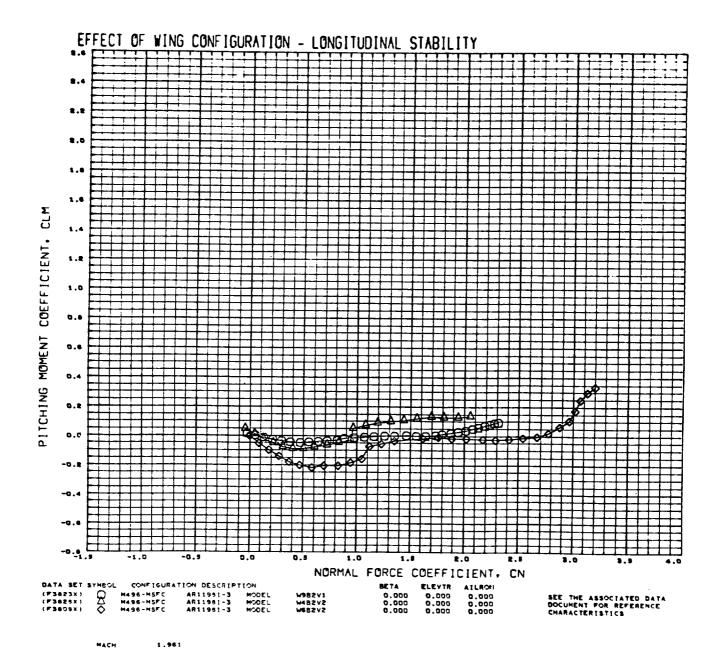
MACH 4.959

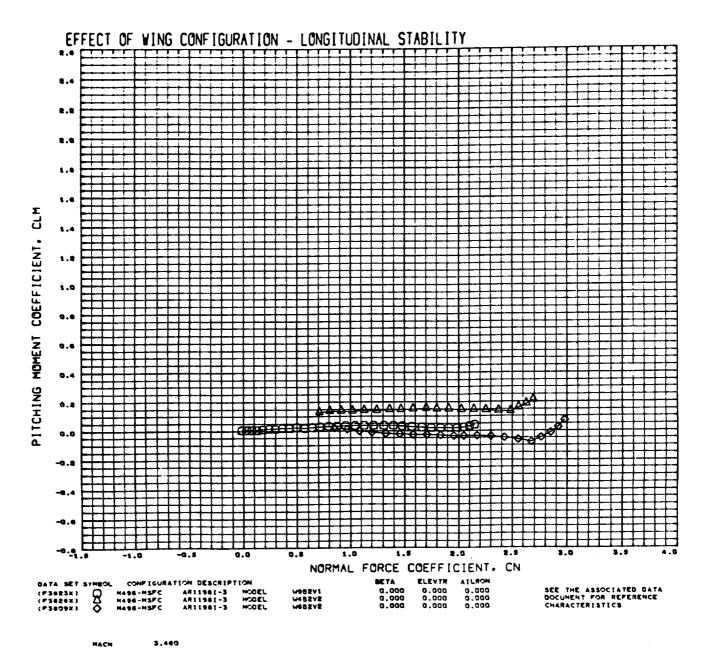


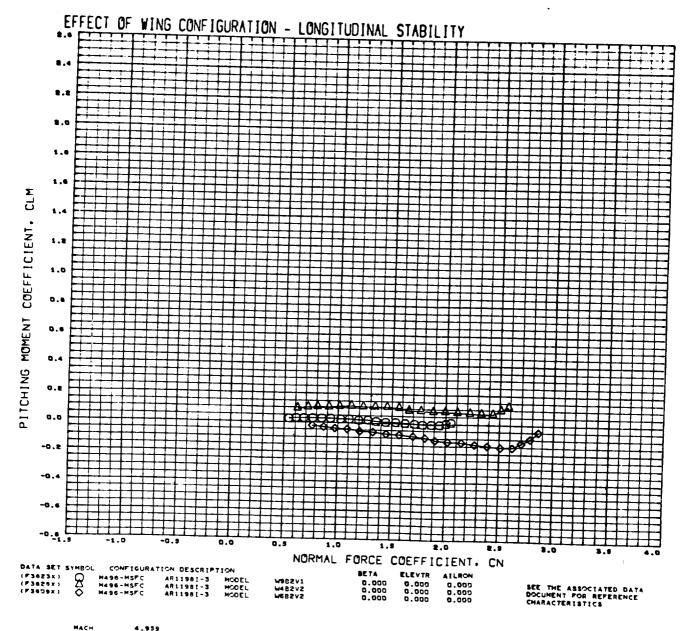
١



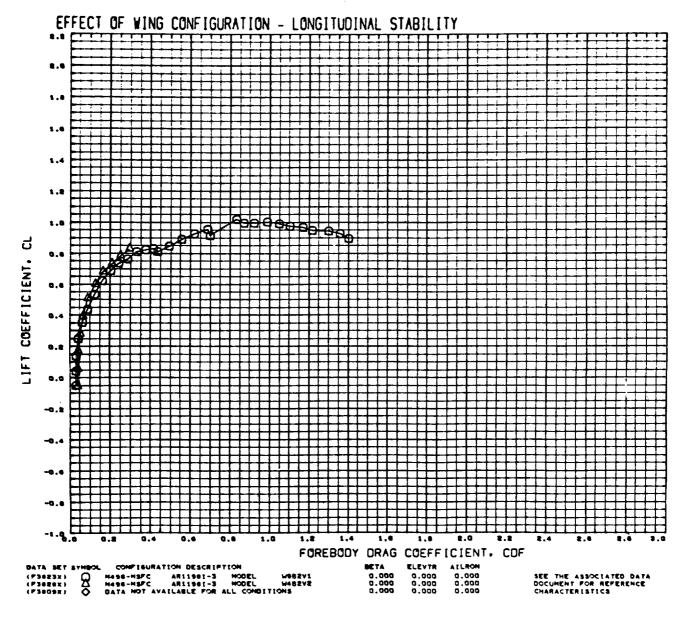


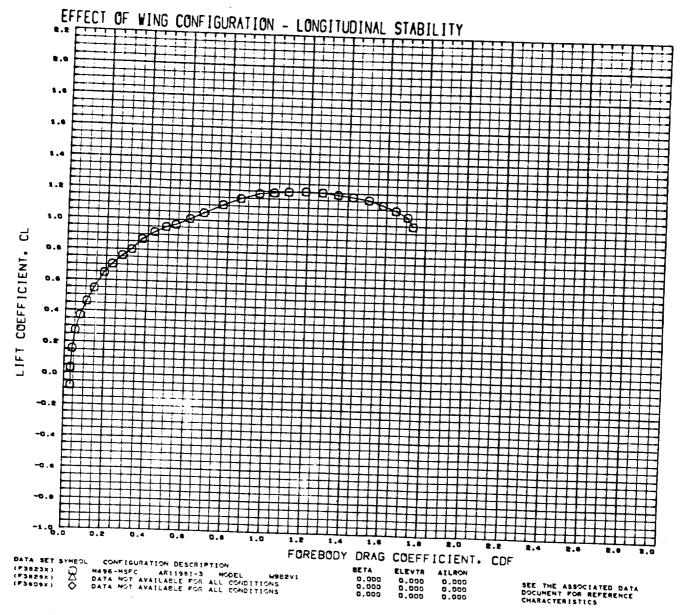


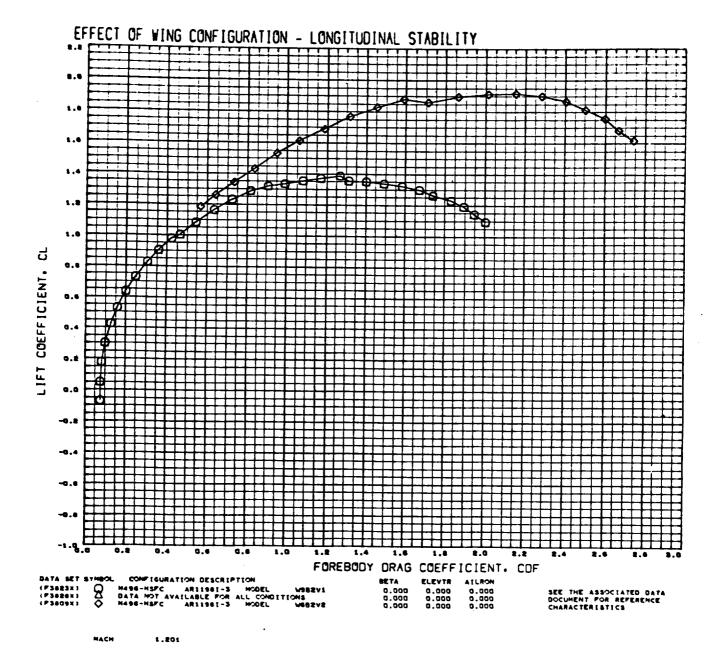


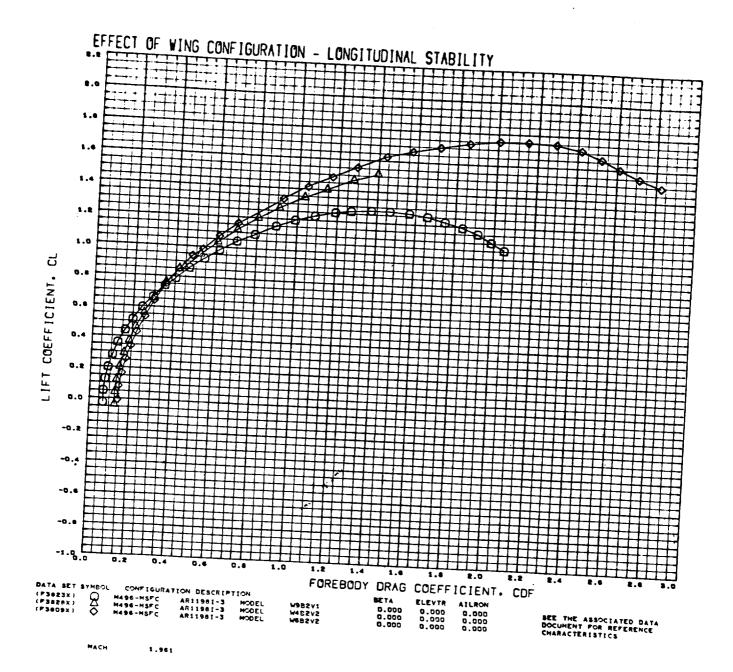


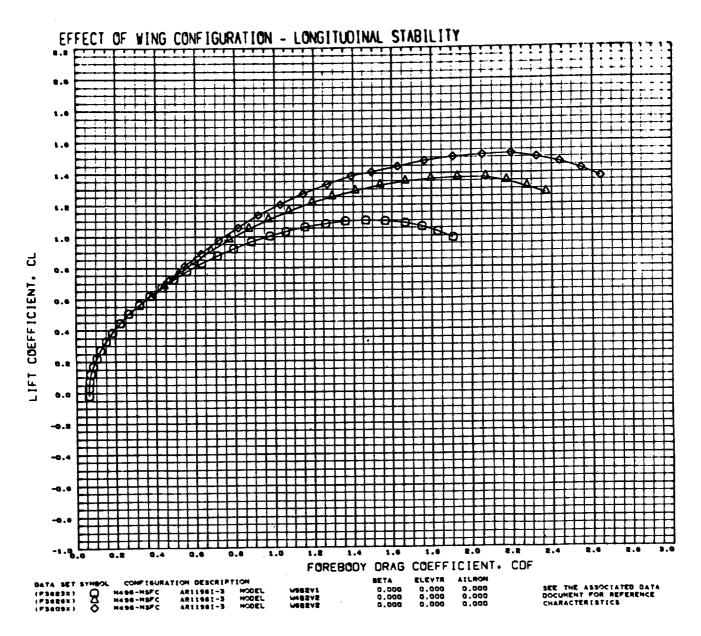
973



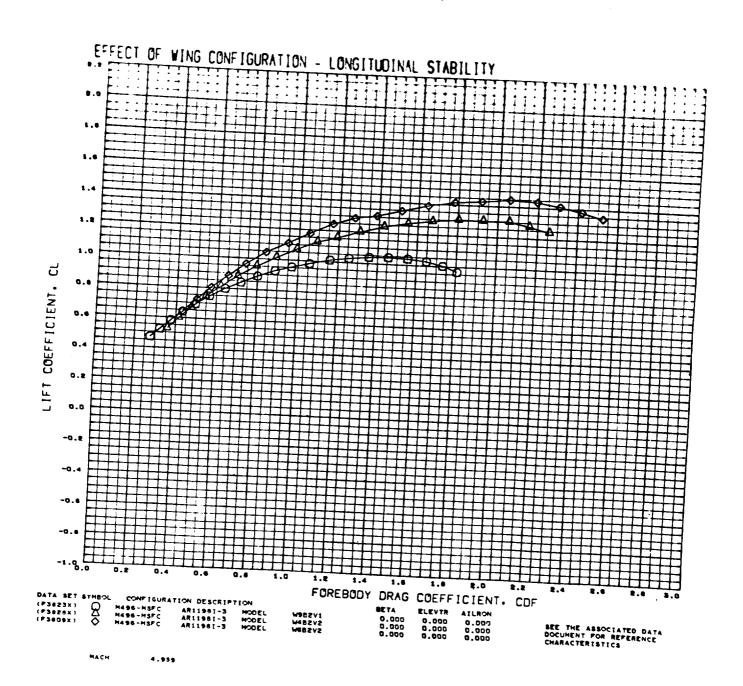








MACH 3.480



.,,1

(	,	

## Reproduced by NTIS

National Technical Information Service Springfield, VA 22161

> This report was printed specifically for your order from nearly 3 million titles available in our collection.

For economy and efficiency, NTIS does not maintain stock of its vast collection of technical reports. Rather, most documents are printed for each order. Documents that are not in electronic format are reproduced from master archival copies and are the best possible reproductions available. If you have any questions concerning this document or any order you have placed with NTIS, please call our Customer Service Department at (703) 487-4660.

## **About NTIS**

NTIS collects scientific, technical, engineering, and business related information — then organizes, maintains, and disseminates that information in a variety of formats — from microfiche to online services. The NTIS collection of nearly 3 million titles includes reports describing research conducted or sponsored by federal agencies and their contractors, statistical and business information; publications; audiovisual products; computer software and electronic databases developed by federal agencies; training tools; and technical reports prepared by research organizations worldwide. Approximately 100,000 new titles are added and indexed into the NTIS collection annually.

For more information about NTIS products and services, call NTIS at (703) 487-4650 and request the free NTIS Catalog of Products and Services, PR-827LPG, or visit the NTIS Web site http://www.ntis.gov.

## NTIS

Your indispensable resource for government-sponsored information-U.S. and worldwide

rovided if an errol for credit items NTIS does not permit return replacement will order